JONES & TAYLOR,
Stevedores and Contractors,
Lighters and Steam Launches Supplied.
ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS ORIENTAL AGENCY.
Sole Agents for the UNITED ASBESTOS COMPANY, LTD. LONDON.
DODWELL & CO., LIMITED.
General Managers.

NEW SERIES No. 1350. 日一廿月九年五十二緒光 WEDNESDAY, OCTOBER 25, 1899. 三拜禮 號五廿月十英港香

THIRTY DOLLARS PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED ..... Yen 24,000,000
CAPITAL PAID-UP ..... „ 12,000,000
CAPITAL UNCALLED ..... „ 12,000,000
RESERVE FUND ..... „ 7,500,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIN.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION BANK OF LONDON, LD.

HONGKONG AGENCY:—INTEREST ALLOWED.
On Current-Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
„ 6 „ 4 „
„ 3 „ 3 „

S. CHOH,
Agent.

Hongkong, 4th October, 1899. [382

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies.

CANTON. HANKOW.
CHEFOO. PEKING.
CHINKIANG. SWATOW.
FOOCHOW. TIENTSIN.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3 % per Annum Fixed Deposits for 3 months.
4 % „ „ 6 „
5 % „ „ 12 „

E. W RUTTER,
Acting Manager.

Hongkong, 15th October, 1898. [1237

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital ..... £ 324,374
Paid-up Capital .....

HEAD OFFICE:—HONGKONG.

Board of Directors:—
Chan Kit Shan, Esq.
Chow Tung Shang, Esq. | Kwan Hoi Chuen, Esq.
D. Gillies, Esq. | J. T. Lauts, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed .....5 %
Hongkong, 30th May, 1899. [8

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £500,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months... 4 per cent.
„ „ „ 6 „ ... 3½ „
„ „ „ 3 „ ... 2½ „

T. H. WHITEHEAD,
Manager, Hongkong.

Hongkong, 20th May, 1898. [31

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL $10,000,000
RESERVE FUND $11,000,000
RESERVE LIABILITY OF PROPRIETORS. $10,000,000

COURT OF DIRECTORS:
R. M. GRAY, Esq., Chairman.
N. A. SIEBS, Esq., Deputy Chairman.
David Meyer Moses, Esq.
E. Goetz, Esq. | A. McConachie, Esq.
A. Haupt, Esq. | A. J. Raymond, Esq.
E. H. Hill, Esq. | P. Sachse, Esq.
The Hon. J. J. Keswick. | R. Shewan, Esq.

CHIEF MANAGER:
Hongkong—Sir THOMAS JACKSON.

MANAGER:
Shanghai—J. P. WADE GARDNER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

THOMAS JACKSON,
Chief Manager.

Hongkong, 16th October, 1899. [9

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3½ PER CENT. per annum.
Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 1st August, 1895. [10

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
SHANGHAI	*Bengal*	S. Barcham	About 28th Oct.	Freight or Passage.
LONDON, &c.	*Parramatta*†	A. Symons	Noon, 28th Oct.	Freight or Passage.
JAPAN	*Rohilla**	S. de B. Lockyer, R.N.R.	4 P.M., 28th Oct.	Freight or Passage.
LONDON	*Java*	G. W. Gordon, R.N.R.	About 2nd Nov.	Freight or Passage.
JAPAN, &c.	*Japan**	G. K. Wright, R.N.R.	About 4th Nov.	Freight or Passage.
LONDON	*Shanghai*	F. C. A. Lyon, R.N.R.	About 16th Nov.	Freight or Passage.

* (Passing through the Inland Sea). † (See Special Advertisement).

For Further Particulars apply to

H. A. RITCHIE, Superintendent.

Hongkong, 24th October, 1899. [5

NEW ROOMS
At Moderate Daily Rates.

HONGKONG HOTEL.

BLATZ,
A LIGHT, SPARKLING
AMERICAN BEER,
WELL BREWED AND CAREFULLY BOTTLED.

SOLE AGENTS:—
H. PRICE & Co.,
WINE AND SPIRIT MERCHANTS,
12, QUEEN'S ROAD.

Hongkong, 17th October, 1899. [20

JUST LANDED.

Telephone 75.

GIESLER & CO.'S
CHAMPAGNE.
In Magnums—Bottles and Half Bottles.

One of the most popular Brands in ENGLAND and the UNITED STATES.

CALDBECK, MACGREGOR & CO.,
Sole Agents for
Hongkong, China, Japan, the Strait Settlements, the Philippines and British North Borneo.

Hongkong, 18th October, 1899. [15

THE CLUB HOTEL, LIMITED.

No. 5-B, BUND, YOKOHAMA.

A FIRST-CLASS HOTEL Centrally situated, well furnished and *supplied with excellent Cuisine and Good Wines.*

The Company's Steam-launch attends the arrival and departure of all Mail Steamers.

Special attention paid to the Comfort of Visitors.

E. V. SIOEN, Manager.

Yokohama, 1st October, 1897. [36

THE VERY LATEST,
Ex. S.S. SHANGHAI.

AN UNPRECEDENTED SHOW OF
FASHIONABLE WINTER GOODS
NOW ON VIEW.

W. POWELL & Co.,
Immed. Opposite P.O., 1st floor.

27]

Intimations.

A
foreigner may sneer at the enthusiasm of our Volunteer Forces, and imagine that in actual warfare they would be of
LITTLE
use, but there is no doubt that, in our recent difficulties, and they have been many, the fact that the
BRITISH ARMY
is so well prepared for any contingency, has made our very doubtful friends and would-be enemies pause before insulting or annoying us too far; but it
GOES
without saying that, to remain strong, we must keep healthy. A person suffering from Indigestion, Biliousness, and general ill-health, often declares that life is
A---
burden, and he imagines nothing will set him right. Let him, however, purchase a box of BEECHAM'S PILLS and try them, and he will soon have cause to wonder why he suffered so
LONG
and unnecessarily when such a complete remedy exists, as it were, almost at his door. In this
WAY
he will realise beyond all doubt the truth of that old saying that "Beecham's Pills are Worth a Guinea a Box."

Watkins, Limited,
SOLE AGENTS.

[14

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS CO., LD., LONDON,
CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS. of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.
ESTIMATES given for every DESCRIPTION of WORK.

CHIEF SUPERINTENDENT ..... THOMAS SKINNER.
SUPERINTENDENT ..... ARCHIBALD RITCHIE.

27] DODWELL & CO., LIMITED, General Managers.

PEAK HOTEL
CRAIGIEBURN.

THE PEAK HOTEL is situated at VICTORIA GAP, adjoining the TRAMWAY TERMINUS, 1,350 feet above sea Level.
CRAIGIEBURN is situated at PLUNKETT'S GAP, five minutes walk from the PEAK HOTEL.
Fine Healthy location, variety of beautiful scenery.—Cool Southerly breezes in Summer with perfect protection against the North East Winds in Winter.
Well appointed rooms, attentive service and excellent Cuisine.

GEO. J. CASANOVA,
Manager.

CITY OFFICE, 7, Duddell Street.
Hongkong, 4th January, 1899. [28



PHONOGRAPHS.
THE NEW HOME PHONOGRAPH
(GENUINE EDISON) WITH FITTINGS.
PRICE $80.
LANE, CRAWFORD & CO. [1286a

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHŒA, HEMORRHAGE and ULCERATION of the BOWELS.
Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale
by
THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers),
9, Old China Street,
Shanghai.

12th October, 1898. [1242

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND of $18 per Share for the year 1898, equivalent to 36% on the Paid-up Capital of $50 per Share, has been Declared.
WARRANTS will be issued on the 13th October.
By Order of the Board,
DOUGLAS JONES,
Secretary.

Hongkong, 12th October, 1899. [1299a

TUITION IN DANCING.

MR. A. HAHN'S DANCING CLASSES will re-commence on 1st November next.
Intending Pupils are respectfully requested to send their Applications Early in order that Time and Terms may be arranged.
A. HAHN,
No. 10, Ice House Street.

Hongkong, 21st October, 1899. [1330a

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.

Hongkong, 28th May, 1895. [18

Entertainment.

THEATRE ROYAL,
CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB,
will give
TWO PERFORMANCES
of
Mr. A. W. PINERO'S LAUGHABLE FARCE,
'THE MAGISTRATE,'
on
SATURDAY, the 4th November, 1899,
and
MONDAY, the 6th November, 1899,
Commencing
EACH EVENING
at 9 P.M. precisely.

Dress Circle, $3. Stalls, $2. Pit, $1.

Half-price to Pit for Soldiers, Sailors and Police in Uniform.

TICKETS can be obtained at the BOOKING OFFICE of the Theatre, City Hall, on and after MONDAY, the 30th instant, at 10 A.M.
The Booking Office will remain OPEN from that Date from 10 A.M. to 4 P.M. Daily.
Late Trams will run ½ hour after the fall of the curtain.

E. W. MITCHELL,
Hon. Secretary.

Hongkong, 21st October, 1899. [1329a

Auctions.

GOVERNMENT NOTIFICATION.
No. 564.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY,
the 30th day of October, 1899, at 3 P.M., are published for general information.
By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 14th October, 1899. [1334a

Particulars of the letting by Public Auction Sale, to be held on Monday, the 30th day of October, 1899, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.				Contents in Square feet.	Annual Rent.	Upset Price.
			N.E.	S.W.	S.E.	N.W.			
			ft.	ft.	ft.	ft.		$	$
1	Rural Building Lot No. 102.	Barker Road.	70	70	70	70	4,900	28	500

GOVERNMENT NOTIFICATION.
No. 565.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY,
the 30th day of October, 1899, at 3.15 P.M., are published for general information.
By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 14th October, 1899. [1335a

Particulars of the letting by Public Auction Sale, to be held on Monday, the 30th day of October, 1899, at 3.15 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 21 Years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.				Contents in Square feet.	Annual Rent.	Upset Price.
			N.	S.	E.	W.			
			ft.	ft.	ft.	ft.		$	$
1	Garden Lot No. 6.	Caine Road.	115	140	43	32 28	5,100	18	550

Masonic.

VICTORIA PRECEPTORY.

A REGULAR MEETING of the VICTORIA PRECEPTORY will be held at the FREEMASONS' HALL, TO-MORROW, the 26th instant, at 8.30 for 9 P.M. precisely. Visiting Sir Knights are cordially invited to attend.

Hongkong, 21st October, 1899. [1326a

EOTHEN MARK LODGE, No. 264.

A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, Zetland Street, on TUESDAY, the 31st instant, at 5 for 5.30 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 24th October, 1899. [1341a

To-day's Advertisements.

In the Matter of ORDINANCE No. 2 OF 1892,

and

In the Matter of The Petition of JOSEPH VOGT of Niederbruck, near Massevaux, Alsace, Germany, Manufacturer, for Letters Patent for the exclusive use within the Colony of Hongkong of an Invention for "Improvements in Apparatus for Deep Boring," for which Her Majesty's Letters Patent were, on the 16th day of January, 1899, granted to the said JOSEPH VOGT,

NOTICE is hereby given that the Petition, Specification and Declaration required by the above-cited Ordinance have been duly filed in the Office of the Colonial Secretary of Hongkong, and that it is the intention of the said JOSEPH VOGT by MATTHEW JOHN DENMAN STEPHENS, his duly authorized Agent and Attorney, to apply at the sitting of the Executive Council hereinafter mentioned for Letters Patent for the exclusive use within the said Colony of Hongkong of the above named Invention. And Notice is hereby also given that a Sitting of the Executive Council before whom the matter of the said Petition will come for decision will be held in the Council Chamber, at the Government Offices, Victoria, Hongkong, on Monday, the 30th day of October, 1899, at 11 a.m.

Dated the 21st day of October, 1899.

MATTHEW J. D. STEPHENS,
18, Bank Buildings, Hongkong,
The Agent and Solicitor for the said
1347a] JOSEPH VOGT.

FOR SHANGHAI (DIRECT).

THE Steamship

"ST. JEROME,"

Captain Reid, will be despatched as above TO-MORROW, the 26th instant, at 4 P.M.

For Freight, apply to

DODWELL & CO., LIMITED,
Agents.

Hongkong, 25th October, 1899. [1345a

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARGYLL,"

will be despatched for the above port TO-MORROW, the 26th instant, at 5 P.M. and will be followed by

S.S. "JOHN SANDERSON" to sail about 31st October.

S.S. "ST. JEROME" to sail about 15th Nov.

For Freight, apply to

DODWELL & CO., LIMITED,
Agents.

Hongkong, 25th October, 1899. [941a

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"SUNGKIANG,"

Captain Moore, will be despatched as above on MONDAY, the 30th instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer.

The Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 25th October, 1899. [1333a

FOR TIENTSIN.

THE Company's Steamship

"KWEIYANG,"

Captain Outerbridge, will be despatched as above on SATURDAY, the 4th November.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 25th October, 1899. [1346a

Intimation.

A. S. WATSON & Co., LIMITED.

IMPORTERS OF HIGH-CLASS

SHERRIES.

	Per Doz. Case.
B.—SUPERIOR PALE DRY, dinner wine, Green Seal Capsule	$10.80
C.—MANZANILLA PALE NATURAL SHERRY, White Capsule	12.00
CC.—SUPERIOR OLD DRY, PALE NATURAL SHERRY, Red Seal Capsule	12.00
D.—VERY SUPERIOR OLD PALE DRY, choice old wine, White Seal Capsule	14.40
E.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Black Seal Capsule (*Old Bottled*)	20.40

B, *C*, and *CC* are excellent dinner Wines and suitable for invalids and delicate stomachs. *D* and *E* are after-dinner Wines of a very superior vintage. All are true Xeres Wines.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & Co., Limited.
QUEEN'S ROAD CENTRAL.

ESTABLISHED A.D. 1841.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, OCTOBER 25, 1899.

REUTER'S TELEGRAMS.

THE TRANSVAAL WAR.

LONDON, October 23rd.

It is reported that the British made a brilliant sortie from Glencoe and gained a second signal victory, the Boers retiring demoralised.

LATER.

THE TRANSVAAL WAR.

The second victory, reported in to-day's telegram is not true.

The British losses at Elandslaagte amounted to 257. Five officers were killed and thirty wounded. Thirty-seven men killed, one hundred and seventy-five wounded, and ten missing. Large Columns of the enemy are advancing on Dundee and the British are falling back on Glencoe. The enemy is in a large numerical superiority.

WEATHER REPORT.

The Observatory report says:—

On the 23th at 11.55 a.m. the barometer has risen slightly on the China coast and over Japan. The high pressure area is central over the E. coast of China and W. Japan. Gradients moderate to rather steep. Fresh monsoon on the coast, very strong monsoon in the N. part of the China Sea. FORECAST:—Fresh N.E. winds; fine.

LOCAL AND GENERAL.

THE Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—

Fruit and Vegetable Guild.....$50

ON the 18th inst., at Shanghai, a team of the Police Football Club tried conclusions with an eleven of H.M.S. *Daphne* on the Recreation Ground. A fast and at times exciting game ended in favour of the guardians of the peace by five goals to nil

A MEETING of the Hongkong Boat Club was held at the Cricket Pavilion last night, the accounts were passed and certain alterations made in the rules. A confirmatory meeting will be held on the 9th November, at which officers for the season will be elected.

BARON Nishi, late Japanese Minister to Russia, has been transferred to Peking, *vice* Mr. Yano, who has been lent by his government to take up the post of diplomatic adviser to the Chinese Government. Baron Nishi will probably leave for his post towards the end of the month.

THE total value of the merchandise exported from Japan last month was 20,972,354 yen, while the imports for the same period amounted to 21,436,222 yen, showing an excess in imports last.

THE U.S. transport *Indiana*, says the *Nagasaki Press* of 16th instant, arrived here yesterday morning from Manila and will probably remain here for five or six days, as she has gone into dry dock to be cleaned. She has on board some 600 Tennessee Regiment Volunteers. These are the last of the volunteers from Manila. The regiment left America over 1,200 strong and now does not muster more than 600. The mortality has been exceedingly heavy. Disease and sickness have played terrible havoc among the men, very few having been lost in actual warfare.

THE work of freeing the mouth of the Usui River from the mountains of sand and shingle piled up there during the typhoon on the 7th instant is proceeding vigorously, but no signal success has thus far been attained. A force of a thousand labourers was organized by the localities, and the men have been toiling day and night. On the 10th they had cut a small channel for the river, but no appreciable effect was produced on the great volume of water that had been dammed back by the action of the sea. The Governor of Shizuoka applied for assistance to the officer commanding the Nagoya garrison, and a battalion of sappers, 410 strong, was despatched to the scene on the 10th instant. —*Japan Mail.*

A CASE that should interest parents and guardians and school teachers was settled in the Police Court yesterday afternoon in a highly satisfactory way. From the evidence led it appeared that for months past some of the little boys attending Queen's College have been subjected to extortion by a Chinaman who demanded money from them with menaces —the menace being a long knife and threats to stab them if they laid information against the rascal. For months the victims of this loafer paid him on the average 20 cents daily out of the pocket-money allowed them, but recently the demands of the blackmailer became so exorbitant that they could not be met. Then the man told one of the boys to steal his parent's watch and chain. He would sell it, and after taking a few dollars would give the boy the balance. This proposition, and the threat that failure to comply would result in all manner of pains and penalties, so scared the youthful victim that he confessed all, with the result that the headmaster was informed. In due course Dr. Wright laid the matter before the Police Department and the latter set to work to catch the miscreant in the act of "squeezing" the boys. Inspector Hanson and a Chinese Detective caught the gentleman at his old games close to the College and haled him before Mr. Gompertz yesterday, who, after lengthy inquiry, sent the enterprising loafer to gaol for three months with hard labour. Whether this fellow has been "raising the wind" off the pupils of other schools we don't know, but it will be satisfactory to many of our readers to learn that through the smartness of the detectives this human hawk has been run to earth and well punished.

THE passenger receipts of the Kyushu Railway Company, Japan, from the 1st to the 10th inst. amounted to 62,029 yen, while the freight receipts for the same period reached 51,785 yen, making a total of 113,814 yen, an average of nearly 36 yen per mile per day. These figures show a decrease of 1.89 yen as compared with the figures for the corresponding period of the preceding year.

THE Telegraph Companies of the Royal Engineers that have left England for the Cape are commanded by Major Hawkins R.E. who was some time ago in charge of the submarine mining work in the Singapore defences. Major Hawkins is quite the right man in the right place, as those who know the quality of his work at Alexandria and after the bombardment can very well guess.—*Singapore Free Press.*

TO-MORROW afternoon on their ground at the Happy Valley, the Hongkong Football Club will open the season with a match against 38 Company, R.A. Kick-off at half-past four o'clock. Players are requested to be punctual. Referee:—Mr. Slade. The Club team will be:—A. H. Kew, goal; M. B. Blake and B. C. M. Johnston, backs; H. W. Looker, C. T. Kew and R. J. Hall, halves; A. R. Stowe, H. E. Green, J. F. Noble, J. D. Dandy and H. C. R. Hancock, forwards.

THE *Union* (Shanghai) says:—"It will be remembered that the *Glenavon* was lost outside of Hongkong some months ago. As is usual in most though not in all cases, Courts of Enquiry think it their duty to sit on the unfortunate skippers who come before them, and the Hongkong Court of Enquiry which tried Captain Pithie suspended his certificate for one year. Captain Pithie referred his case to the Liverpool Chamber of Commerce and his friends will be glad to learn that the Board of Trade has returned his certificate, thus reversing the finding of the Court of Enquiry."

ON the 6th inst. Mr. Bonar, the English consul at Yokohama, accompanied by two friends and the usual beaters, dogs, &c., went to Tsuturo, Tochigi-ken for a day's shooting. The weather on the 7th inst., however, was most unpropitious and the consul determined to remain till the following day, his friends being compelled to return to Yokohama. The consul was rewarded with a good bag and returned to his room at the hotel thoroughly tired out. In the morning he found that his pockets had been rifled of some 30 yen. Information was given to the police and the money was found concealed in the room. The servants have been arrested on suspicion.

A JAPANESE merchant of Tokyo has filed a petition in the Yokohama District Court against Messrs. Oppenheimer Frères for alleged breach on a contract. It as alleged by the plaintiff that a contract was entered into between them for the purchase by the plaintiff of 6,000 cases of alcohol for yen 129,600, the goods to be de- [illegible] money. The defendants, however, according to plaintiff, refused to deliver the goods owing to the rise in the price of alcohol and are offering the goods for sale elsewhere. The plaintiff further alleges that he has suffered considerable loss owing to this breach of contract and prays the Court to order the defendants to fulfil it.

THE *Yorodzu*, in connection with the railway accident in the North, reports the heroic deed of a policeman. The hero, whose name is Masayuki Kato, is a young man of 24 years of age and serves at the police-box at Sakato, in Saitama Prefecture. On that day he happened to be travelling in the train. With his fellow passengers he fell into the river, but fortunately he was not hurt and landed in safety, with several lucky men. At this time the shrill cry of a woman calling for help was heard. The heroic policeman immediately undressed himself and not listening to the remonstrance of others to refrain from the hazardous task, he jumped into the water to rescue the woman. Reaching the car in which she was confined, he upturned its roof and succeeded with the help of the conductor of the train, who also jumped in following his noble example, in rescuing her and her baby. Not contented with this, our hero again jumped in and rescued another man. This he repeated four times, until he was injured and disabled, having been struck by a floating block of wood. He was carried down the stream about a mile and was nearly drowned, but fortunately he landed on a tiny islet, where he remained until next morning. Then he swam over the river, which by that time had greatly subsided, and safely landed.

THE Shanghai *Mercury's* Chingkiang correspondent, writing on the 18th, says:—The Imperial German gunboat *Iltid* arrived here from Shanghai on the 17th instant, having on board the German Consul-General, who during the day visited the Taotai, accompanied by one officer, the Commissioner of Customs and the Harbour Master. This visit was presumably in the interest of a certain German steamship company, which it is understood desires a connection with the foreshore by a pier or landing stage for their steamers. The Taotai will doubtless have some difficulty in granting the Consul-General's request as the foreshore indicated is now in possession of a resident merchant for the same purpose, namely a steamer landing, and that the merchant referred to will maintain his rights is beyond question. Quite a large sum has been spent in the locality for jetties, etc., and "outsiders," surely, cannot expect to be allowed to step in and obtain any benefit at the expense of the local merchant, especially as other portions of the river frontage are still available. In connection with the above it is but afair to state that, a pontoon system could be easily executed along the entire British Concession Bund, and at a very moderate outlay too, and these pontoons would accommodate all the shipping we are likely to have in this port for years to come.

MR. Norman had quite an adventure near Kuala Lumpur on the 11th instant, says the *Straits Times*. He was bicycling along the Damansara Road when he suddenly waw a black panther a few yards in front. Mr. Norman put on the brake, and the panther bounded over the bank and sat looking at the rider from under a tree some thirty yards off.

MR. H. O. EMELKER, the German subject, who was recently arrested at Nagasaki on the M. M. steamer *Tonkin* on the information of Mr. Sioen, Manager of the Club Hotel, was released after a preliminary examination. The charge on which Mr. Emelker was brought to Yokohama was one of fraud but the examination disclosed no ground for the prosecution and he was discharged.

IT is stated that the Kobe Waterworks Office is about to purchase 10,000 feet of iron pipes for the extension of the Waterworks, and that tenders for the supply of the same will be invited towards the close of the present year. The size of the pipes wanted is 18 inches for the main pipes from the intake at Karasubara, and 24 inches for the main pipes from the reservoir at Okuhirano to Ujikawa. The quotation of pipes has now advanced from Yen 65-Yen 66 per ton to Yen 88-Yen 89.

ACCORDING to the *Japan Herald*, a Tokio merchant named Kato Kumazo, has instituted a claim in the Yokohama Chiho Saibansho against Messrs. Oppenheimer Frères, for the fulfilment of a contract for the sale of 6,000 cases of alcohol, to be delivered on Sept. 30th. It is alleged by the plaintiff that the defendants refused to deliver the alcohol on its arrival, owing to a rise in price, notwithstanding that the firm had already received from the merchant the sum of yen 1,500 as bargain money.

A SEVERE storm has been raging here since early Monday morning, and last evening the gale appeared to be gaining in intensity, says the *Nagasaki Press*. No accidents had been reported up to the time of going to press, but it was feared that if the gale continued, a long list of casualties would have to be recorded. Shipping in the harbour yesterday was practically at a standstill, as the sampans and lighters refused to put off to the vessels. It was stated last evening that several Japanese houses on the hill had been considerably damaged, but no particulars of the accident could be obtained.

THE *China Gazette* of the 19th October says:—We greatly regret to announced the death of Mr. P. A. W. Ottomeier, which took place this afternoon at his residence in Soochow Road. Mr. Ottomeier was one of the most popular of the German community in Shanghai and his friends of every nationality will deplore his death. He had been in Shanghai for over a quarter of a century and was as well known in sporting as in commercial circles. He was one of the founders of the German Club. It is only a few months ago that the senior partner of his firm, Sylva & Co., died. Mr. Ottomeier

YESTERDAY, says the *N. C. Daily News* of Oct. 19th, the first of the two powerful steam dredgers constructed by Messrs. W. Simons & Co., Ld., of Renfrew, Scotland, for the Chinese Eastern Railway, left Shanghai for Talienwan. This boat, the *Pervi*, will commence dredging operations there at once, and when, in a short time, her sister-ship the *Vtoroi* is ready, she will leave on the same errand. Both these fine vessels are of the latest type of dredgers and have a proved lifting power of 600 cubic metres per hour. They are each fitted with an endless chain of buckets, a sand suction pump, and shore discharging apparatus, and can steam at eight knots an hour. They are to be used in the harbour building operations now going on in Victoria Bay. Mr. E. Soper, the representative in this country of the builders, has left for Talienwan, to hand the vessel over to Mr. Sacharoff the Chief Constructor there.

FROM the supplement of the *Ostasiatische Lloyd* of the 16th instant, we learn that the *Deutschland*, with Prince Henry of Prussia on board, and the *Kaiserin Augusta* were to leave Tsingtao on October 18th for Shanghai. The former vessel leaves here for Hongkong at the beginning of November. The *Irene* goes shortly to Japan, whilst the *Gefion* remains as guard-ship at Kiaochou.—The week has been one of entertaining. On the 7th, the Japanese Admiral Kataka; on the 9th, General Subotitsch, Governor of Port Arthur; and on the 11th, Vice-Admiral Seymour arrived and were feasted.—The Governor's residence narrowly escaped destruction by fire on the 12th instant. A dinner had been given to Admiral Seymour, and after the departure of the guests, when the occupants were retiring to bed, a loud crash was heard which proved to be the collapse of a kerosene lamp in the billiard room through the drawing of the hook in the ceiling. But for the prompt action of the servants and soldiery the building, which is entirely of wood, would have in a few minutes been in ashes.—The Germans are evidently quite elated with the strides made by the newly enrolled Chinese regiment. The men have quite a smart appearance in their uniforms and show great aptitude at drill. The one obstacle is the compulsory weekly bath and daily wash. Such is all Greek to the Northerner. Instruction is given in Chinese, but the words of command are German.—It is regretted that the N.Y.K. have left Kiaochou out in the cold as regards their new service between Tientsin, Chefoo, and Weihaiwei.—A proposal has been made to erect a monument over the grave of the late Dr. Ernst Faber.—The new hospital is finished. Six soldiers have recently died of dysentery and much sickness has prevailed of late.—After a deal of trouble the Railway Syndicate have come to an understanding with the native land-owners agreeing to pay $30 per mow.—The first German marriage in the colony took place on the 4th instant, the parties being Mr. Basse and Miss Strauch. The Governor was present at the function and H. R. H. was represented by Adjutant von Witzleben.

GREAT EASTERN AND CALEDONIAN GOLD MINING COMPANY, LIMITED.

An extraordinary general meeting of the Great Eastern and Caledonian Gold Mining Co., Ltd., was held to-day at the Office of the General Agents, Messrs. Lutgens, Einstman and Co. Mr. R. C. Wilcox presided. The other gentlemen present were:—Messrs. A. Denison, and R. Abesser (Directors), B. L. Bowley (Solicitor to the Company), L. Lambotte, E. Georg, Warres Smith, A. Best, J. R. Michael, C. Schwencke, J. C. Remedios, F. D. Barros.

The Chairman said—Gentlemen,—I think there is no necessity for me to detain you with any lengthy explanation of the object of this meeting. You are all pretty well aware of the circumstances that have led up to it. You know that the small amount of capital raised by the issue of Preference Shares (some $55,000) has been practically exhausted; that the fall in the quotation for the stock on the market has rendered the issue of the new proposed Ordinary Shares impossible; and that unless we were prepared to sacrifice a fine and promising property there was no other resource left but the reconstruction of the Company. What form that reconstruction should take was considered at private meetings of the Shareholders held on the 4th of October and on the 12th of October. At the latter the scheme now to be submitted to you for adoption was unanimously decided upon by what I believe to be a majority of the shares if not of the shareholders. We have met to-day to give the legal effect to that decision, and the Board of Directors sincerely hope that the meeting will be unanimous. You will observe that it is not proposed to write down the property in any way, there is no reason why it should be so written down. The mines are more valuable now than they were when acquired for they have undergone considerable development, we have a battery of 20 head of stamps, winding engine and gear, offices and other buildings, a dam ensuring a fair water supply, and tools implements, etc. all ready to carry on with, under an experienced mining manager, who has just taken over the reins.

I will now briefly explain to you the resolutions to be put to this meeting. In order to carry out the scheme for increasing the Capital it is necessary to reconstruct the Company and for that purpose the present Company must be wound up and a Liquidator appointed. The first resolution effects this and appoints Mr. Lambotte as Liquidator, for which post he is well qualified, being thoroughly conversant with the conduct of the Company's affairs.

The second resolution authorises the Liquidator to consent to the registration of a new Company to bear the same name as the present Company. The Memo: and Articles of Association of the new Company have been drawn up by the Company's Solicitors and approved by the Board and the Shareholders have had an opportunity to inspect them. They are on lines similar to the Memo: and Articles of Association of the present Company, with the addition that the new Company is authorised to take over the old Company as a going concern, and the Capital of the new Company is $815,000 divided into 55,000 Preference Shares of $1,—each and 140,000 ordinary shares of $4,—each. The New Company will be registered immediately after the Confirmation of these resolutions at the Confirmatory Meeting which has to be called not less [illegible] agreement which has been prepared to carry the reconstruction into effect and authorises the Liquidator to enter into that agreement. The principal provisions of the agreement are as follow:—

1. The New Company is to take over the property of the old Company as a going concern, and to take over and discharge all outstanding liabilities of the Old Company, and to take up and carry out all the existing contracts and engagements of the Old Company, and to pay the expenses of reconstruction.

2. The New Company will allot fully paid up Preference shares of $1,—in the New Company in exchange for each Preference share in the Old Company, and two ordinary shares of $4,—each $2.50 paid up for each ordinary share or his nominee provided that such shareholder applies to the new Company within a time to be arranged from the date of the confirmatory meeting.

3. Every application for ordinary shares must be accompanied by a remittance of 50c. per share being amount of first call—subsequent calls will not exceed 50 cents each.

4. Shares not claimed within the time specified will be sold by the Liquidator and the proceeds be divided between those shareholders who have not claimed. The position of the Preference shareholders will be practically unchanged, while each Ordinary shareholder will get two $4=for each $5,=share with a liability of $1.50 on each share. If any shareholder wishes to ask any questions, I shall be happy to answer them.

The Chairman afterwards proposed 'That is desirable to reconstruct the Company and accordingly that the Company be would up voluntarily and that Leopold Lambotte, Assistant to Messrs Lütgens, Einstmann & Company, the General Agents of the Company be and he is hereby appointed Liquidator for the purposes of such winding up.'

Mr Best seconded.

Carried.

The Chairman proposed 'That the said Liquidator be and he is hereby authorised to consent to the registration of a new Company to be named the Great Eastern and Caledonian Gold Mining Company, Limited, with a Memorandum and Articles of Association which have already been prepared with the privity and approval of the Directors of this Company.

Mr. Michael Seconded

Carried.

The Chairman proposed. That the draft agreement submitted to the Meeting and expressed to be made between this Company and its Liquidator of the one part and The Great Eastern and Caledonian Gold Mining Company, Limited, (the proposed new Company) of the other part be and the same is hereby approved and that the said Liquidator be and he is hereby authorized pursuant to Section 149 of the Companies Ordinance 1865 to enter into an Agreement with such new Company (when incorporated) in the terms of the said draft, and to the same effect with such (if any) modifications as he thinks expedient.

Mr. Barras seconded.

Carried.

The Chairman—That concludes the business of the extraordinary meeting, gentlemen. A confirmatory meeting will be called on a date within fourteen days from this date, of which notice will be given.

The Chairman then intimated that copies of testimonials had been received that day by mail concerning the new manager at the Mines, Mr. Thomas Waters.

A letter was read from Mr. Waters regarding the condition of the mine when he first inspected it. The Chairman, referring to the letter, said—He does not flatter us on our prospects, but simply gives a businesslike report, and tells us what to do. He does not think little pockets of ore are worth bothering about. He wants to get down and get payable reef. That has proved to be the best policy in the Mount Macdonald Mine.

In answer to questions by Mr. Best as to how many drills the Company proposed to obtain and how much are they proposed to deal with, the Chairman said—The last news was of course that received from our late Manager Mr. Cash. Mr. Georg was unable to verify that. He has been unable to go down the mine for two or three months owing to a bad fall which injured his shoulder. He is just beginning to get well, and is to begin his personal inspection of the mine, and no doubt he will confirm what Mr. Waters said. We have no reason to doubt what Mr. Waters said because he is perfectly unbiassed. With regard to the number of rock drills, we shall have to be guided by the opinion of the manager. It is no use buying them galore.

Mr. Best—Once you get on to your reef you should get plenty of men on to get ore out.

The Chairman—That is what we shall do. The policy will be to get out as much ore as we can put through the stamps.

The meeting then separated.

THE VOLUNTEER ENCAMPMENT.

October 24th.

Real hard work has been done during the last few days by the Volunteers at their annual camp of instruction at Stonecutter's Island. The recruits, of whom there are a great number, have been brought into line with their older comrades and drilled from 6.15 a.m. to 4.30 p.m. daily, the last formed company putting in an electrical drill in the evenings from 8 to 10.30, and, we are informed, can now be trusted to take their places in assisting the regulars in their important duties.

Yesterday the guard received instruction in the care of prisoners entrusted to them, a Chinaman who had committed an aggravated assault on Hing Kee being placed under their charge. The punishment awarded by a court-martial, composed of the whole camp, being a soaking in the harbour for his own benefit and to be kicked out of the camp for the Volunteers' benefit. The punishment was duly carried out.

No more casualities have occurred other than the defunct horse already reported, but a catastrophe was narrowly escaped when the cooks thought it would improve the men's appetites by frying the chicken in kerosene. We are unable to say whether it would have been worse for the men or for the cooks who undoubtedly would have suffered from the recoil had not the mistake been found out before the chickens had been disposed of.

To-morrow great things are going to happen. The Field Battery and Maxims are to repulse an attack made on the island by an invading force from Canton; represented by sampans filled with dummies, the Infantry and Engineers acting as escort; these will also fire ball ammunition, so that all will take keen interest in the operations. A full account, with the number of the killed and wounded will be given in Thursday's edition.

The following are the regulations for visitors who wish to visit the Volunteer Camp at Stonecutters Island:

Friends of members will be permitted to visit them in camp as follows:—Saturday afternoon and Sundays, all day; other days from 4 p.m. Ladies will be permitted to visit the Camp from 4 p.m. to 6 p.m. each day, and may be invited to dinner on Wednesday and Sunday nights. [illegible] Camp by 10 p.m. except on authorised guest nights. Each member is personally responsible that his friends do not stray on the island beyond the boundaries of the Camp. Visitors may use the launches except those going to and from the Commissariat Pier.

The launches which the visitors may use, and for which there is no charge, leave Murray Pier at 4 p.m., 4.30 p.m., 5 p.m., and 6 p.m.; return launches leaving at 4.30 p.m., 5 p.m., 5.30 p.m., and 10.15 p.m.

LEGAL INTELLIGENCE.

SUPREME COURT.

CRIMINAL SESSIONS.

(Before His Hon. W. M. Goodman, Acting Chief Justice.)

October 25th.

THE HUNGHOM MURDER.

The case again before His Lordship this morning was the charge of murder against two men called Pong Pun and Li Ki. The Hon. H. E. Pollock (Acting Attorney General) appeared for the prosecution and Mr. Slade for the defense. The following jurors were empanelled:—Messrs. W. T. Marlow, H. Haynes, T. P. Cochrane, H. E. Mackenzie, E. H. Ray, M. von Obrewsky, and G. A. Friesland.

The examination of several witnesses took place, and the case was again adjourned.

FOOTBALL.

The Honorary Secretary of the Football shield Committee sends the following:—

The Committee of the Hongkong Football competition met on Monday last to consider Rule 3 of the competition which then read as follows:—

"The competition and all matters relating there to shall be managed by a Committee composed of the following:—

Messrs H. W. Looker, R. W. Castle, R. A., F. J. Walwyn, R. W. F., D. Gow, J. F. A. Hastings, R. N., J. F. Noble, Honorary Treasurer, and F. Browne, Honorary Secretary. This Committee shall be, for all intents and purposes, the legal owners of the shield."

It was the opinion of the Committee that representatives should be annually elected and also that any local team not otherwise represented on the Committe entering for the competition should be entitled to have a representative on the Committee, also that the Navy should be entitled to have two representatives. It had been found that Naval teams up North desired amongst other things to be better informed as to the details of the competition. It was therefore thought by the Committee that were one representative of the Navy to be some one stationed here it would promote interest were the other to be selected from any ship on the China Station.

Rulf 3 as amended now reads:—

"The management of the competition shall be vested in a Committee constituted as follows:—

The Honorary Treasurer and the Honorary Secretary for the time being of the Hongkong Football Club shall be the Honorary Treasurer and the Honorary Secretary for the time being of the Hongkong Football Competition and shall be *ex-officio* members of the Committee. The Captain (Association) for the time being of the Hongkong Football Club shall also be an *ex-officio* member of the Committee and shall be considered the representative of the Hongkong Football Club. The Line Regiment for the time being stationed

in Hongkong, the Royal Artillery, and the Royal Engineers shall each be entitled to have one representative on the Committee. The Navy shall be entitled to have two representatives on the Committee, each local team entering the competition shall be entitled to have one representative on the Committee. The names of the representatives of the Army and the local teams shall be furnished to the Hongkong Secretary each year with the entries to the competition. The names of the representatives of the Navy shall be furnished to the Hongkong secretary on or before Oct. 31 in each year. The ownership of the shield shall be vested in the Committee for the time being.

HON. T. H. WHITEHEAD ON THE INSANITARY PROPERTIES ORDINANCE.

The Hon T. H. Whitehead has addressed the following letter to the Acting Attorney-General:—

Hongkong, 24th October, 1899.

Dear Pollock,—"Stevenson & Murphy's Treatise on Hygiene and Public Health 1193" gives, on pages 502, 503, and 504, facts and figures compiled by one of the greatest statisticians of the century, Dr. Farr, which shew that the general mortality of districts bears a fixed ratio to the density of population. The following are the most recent statistics on the subject and pertain to the most thickly populated districts of Manchester, Liverpool, and London:—

Persons per square mile.	Deaths.
166	16.75
186	19.16
379	21.88
1,718	24.90
4,499	28.08
12,375	32.49
65,823	38.62

The average density of population of the City of Victoria including the Public Gardens and the Villages of Wongneichong and Tai Hang, as well as all the open spaces in the Wongneichong and So Kon Po Valleys, is stated in the annual report for 1898 of the Medical Officer of Health as 113 persons per acre or 72,320 persons per square mile. This is a substantially worse condition than exists in any of the most crowded districts of Manchester, Liverpool, or London.

The comparatively low death rate of this colony is due to the fact that we have an essentially young adult male population. The population is maintained and augmented annually not by any natural excess of births over deaths but by immigration of adults from the mainland of China. Of the 5,000 persons added yearly to our population about 90 per cent are adults. In Great Britain the birth rate averages nearly double the death rate, whereas in Hongkong the birth rate is less than one-third the death rate. Another important factor which contributes to the reduction of the death rate in the Colony is one well-known to residents. So soon as a Chinaman here falls sick he makes immediate preparations to return to his native village on the mainland. Unless funds fail him he invariably succeeds in getting away. The consequence is that many hundreds of Chinese residents of Hongkong die annually in the neighbouring province of Kwangtung. These deaths for the purposes of accurate vital statistics should appear on our records.

The density of population in the Colony of Hongkong is mainly, if not wholly, due to two factors—(1) the proportion of built-over to unoccupied land, and (2) the height of buildings. The model bye-laws of the Local Government Board at home, for adoption by the Sanitary Authorities throughout England, stipulate and require that there shall be an open space of at least 150 square feet in the rear of one-storey buildings, of 300 square feet in the rear of two storey buildings, and of about 375 square feet in the rear of buildings of more than two storeys. In addition thereto there must be an open space or a street of a minimum width of 24 feet in front of every such building.

In the Bill now before the Council a minimum of only 50 square feet is asked for in respect of existing buildings, while about 120 square feet is the minimum in respect of new buildings. Practically speaking the Bill does not touch the question of the height of buildings. Let me therefore suggest that the words "on land acquired from the Crown" in the first paragraph of section 6 of the proposed Ordinance be deleted and read as follows:—

"No building erected after the passing of this Ordinance shall exceed in height one and a half times the width of the street upon which such building fronts."

Almost the whole of the land in the city has already passed out of the hands of the Crown.

Ordinance 15 of 1894, section 12, permits a house of 25 feet in height if the street on which the house fronts is 15 feet wide. It also permits a house of 40 feet in height if the street on which the house fronts is over 15 feet wide. Thus a house of 40 feet in height can be built if the street on which it fronts is 15 feet 1 inch wide. If the Bill before Council is not amended the provisions of Ordinance 15 of 1894, section 12, will still hold good and permit the continuance of the excessive surface crowding which now obtains in the colony. That surface crowding is an important factor in the causation and propagation of plague cannot be gainsaid. The question of compensation for loss of rental resulting from the proposed amendment is one which should be dealt with on equitable grounds and possibly on similar lines to those now followed under like circumstances in Bombay. Irrespective of the cost the public health should be safeguarded and this important shipping port should be maintained as a clear one.

Let me commend the before-mentioned suggestion to your careful consideration. A copy of this letter is being forwarded to the local press for the information of those interested.

Yours very truly,

T. H. WHITEHEAD.

The Hon. H. E. Pollock, Acting Attorney-General.

SANITARY BOARD.

A meeting of the above board will be held at Noon to-morrow:—

ORDER OF THE DAY.

Pursuant to notice the Honourable Director of Public Works will move.—That the Government be asked to offer a premium for the best design for a block of Chinese tenement houses, in accordance with modern views of sanitation, to be erected on one of the vacant lots in the resumed area of Taipingshan, and further to proceed to put up the buildings in accordance with the selected plan.

AGENDA.

1. Proposed observation station under the Venice Convention.

2. An application for the exemption of certain houses at Mong Kok Tsui from lime-washing and cleansing.

3. An application for permission to exceed a height of 76 in a building, and to erect yard bridges of a greater width than 3' 6" in the same.

4. Proposal to give a bonus of one dollar for notification in cases of certain infectious diseases.

5. Report by the Medical Officer of Health on an objection to a proposed public latrine at 46, Gough Street.

6. Report on the recent outbreak of Bubonic Plague at Alexandria.

7. Further report on the progress of Bubonic Plague at Bombay City during the period 12th to 25th September, 1899.

8. Mortality Returns from Macao for the weeks ended 1st, 8th, and 15th October, 1899.

9. Mortality Statistics for this Colony for the weeks ended 7th, 14th, and 21st October, 1899.

THE CASUALTY TO THE "ESMERALDA."

A Marine Court of Enquiry was held at the Harbour Master's Office this morning to make enquiry into the circumstances connected with the casualty to the British steamship *Esmeralda*, official number 95,859 of Hongkong, Alexander William Ross Cobban, master.

The Members composing the Court were:—Commander Rumsey, R. N., Stipendiary Magistrate; Staff Commander Rogers, R.N., H.M.S. *Tamar*; John Kynoch, Esq., master, British steamship *Moutsang*; James Fowler, Esq., master, British steamship *P. C. Klao*; and P. T. Reid, Esq., master, British steamship *Saint Jerome*.

The letter of Mr. Alexander W. R. Cobban, master of the *Esmeralda*, applying for an enquiry and the warrant constituting the Court were read.

A. W. R. Cobban, master of the steamship *Esmeralda*, sworn, stated that he held a master's certificate issued in 1879 in Aberdeen. He had been six months in command of the *Esmeralda*. He left Hongkong on the 14th September bound for Manila *via* Amoy with a full general cargo. The ship was drawing 15 ft. 8 in. aft and 13 ft. 2 in. forward. She had her full complement and was properly found. At 5.30 the vessel was 5½ miles from Single Island, at 8 p.m. there was a fresh breeze from N.N.E. and the weather was overcast but moonlight. At 10.30 p.m. he was lying down on the lower bridge. The third officer was on watch and called him and reported that the ship had struck something. Witness went on the bridge and took a bearing of the land, after sending the carpenter to sound the wells, who reported no water anywhere. The same course was then continued at full speed. The well was continually sounded; the ship made no water. At 5.30 a.m. on the 15th Breaker Point was 4½ to 5 miles off and various courses were steered until arrival at Amoy at 8.50.

By the Court.—A shock was felt in the engine room, which was thoroughly examined together with the bilges but nothing was found to indicate any injury to the ship. The cement in the bottom of the ship was intact so far as could be seen. The voyage was continued to Manila which port was reached on 19th September and the cargo was discharged. An examination was then made of the ship, but no material damage was apparent except that some of the cement was lossened from the bottom of the after hold. Manila was left on the 26th September and Hongkong reached on the 29th. The ship was docked and inspected and was allowed to go another voyage to Manila, returning to Hongkong on the 16th instant, when she was again docked. About 20 feet abaft the stem there was a slight rise of about half an inch on the keel. About amidships there was a slight indentation on both sides on the garboard strakes. There were a few loose rivets in the keel. The ship remained in dock for repairs and is there now.

The Court was then cleared.

After an interval Captain Cobban was recalled and in reply to questions said:—After passing Single Island no alteration was made in the course, but after she struck, for about 6 or 7 minutes, she was standing in a south-easterly direction, the helm having been ported as the shock was felt on the port side. The original course was then resumed. Captain Cobban explained that the 2nd mate had made a mistake in copying from the scrap log for the letter of protest, which error he was prepared to admit. No soundings were taken when the ship struck as it was thought she struck a submerged junk and she was so far off the land. He had steered the same course before. The land could be seen a long way off.

Duncan McCallum, third officer, sworn stated, he was on watch on the evening of the 14th September at 10.30 when the ship struck. There was a fresh breeze from E.N.E. and the weather was overcast. The course was N. 72° E. (true). The land was visible; he felt the ship strike and told the quartermaster to put the helm hard-a-port and called the captain. He looked over the side and saw that the ship was still going ahead. When the captain came up the carpenter was sent for and the wells sounded; the ship was making no water. He saw no broken water when the ship struck although he looked for it. The ship seemed to strike twice and slide over something and she heeled a little. The captain put the engines half speed when he came on the bridge. The captain was sleeping on the lower bridge; it was only a couple of minutes before he came up. The Court was again cleared. On the Court again assembling the following finding was read:—

FINDING.

We find that the British ship *Esmeralda*, Official number 95,859, of which Alexander William Ross Cobban is master, the number of whose certificate is 017,422 issued at Aberdeen, left Hongkong on a voyage to Manila via Amoy, on the 14th September 1899, at about 2.00 p.m. That at about 10.30 p.m., the same day a shock was felt as of the ship striking some submerged body. The position of the ship at the time, according to the evidence, being approximately Chelang Point N.E. by N.¼ N. (true) 4¾ miles, the chart showing 13 fathoms and an even bottom. The ship appears to have been properly manned and found, provided with proper charts and the course steered according to the evidence was a safe and proper one.

Having duly considered the evidence the Court is of opinion that the casualty is not to be attributed in any way to any default of the master or officers. Given under our hands this 25th day of October, 1899.

Signatures of the Members.

THE EMPRESS DOWAGER ON THE TREATMENT DUE TO FOREIGNERS.

The following is a translation made for the *N. C. Daily News*, of a decree published in the Peking Gazette of Oct. 2nd:—

I, the Empress Dowager, Tze-hai-tuan-yu, etc., hereby issue the following edict:—Ever since this country has been opened to international commerce natives and foreigners have all been treated impartially, without distinction of nationality. Edict after edict has been issued instructing the local authorities everywhere to protect missionaries in their work and it should have been the duty of the gentry and *literati* of all provinces to aid Government in enforcing peace and harmony and cordially treating all missionaries who come among them. We repeatedly warned them not to be suspicious but to maintain friendly relations always. I find, however, that of late the people of the various provinces have been troubling the Christians, and moreover that certain cases involving the people and Christians in the province of Sze-chuan have, up to the present, not been settled. It is indeed cause for indignation that ignorant people should start rumours and so cause riots and conflicts to arise, and that the local authorities have been unable to prevent such by previous exhortations and teachings. They cannot therefore escape the charge of incapability and consequent punishment. I hereby issue this special decree to the high provincial authorities of the Empire to tremblingly obey my instructions and diligently protect all places wherever Christian places of worship of any nationality shall have been established. All missionaries who may be in the interior must be properly and politely treated, and if ever any disputes between foreigners and natives arise justice must be done in every instance. The people also must be enjoined to live in harmony with the native Christians in their midst. All the more, cordiality should be shown to foreigners travelling in the interior. I hereby warn all officials now that if after the promulgation of this my decree, it should appear that there is any further incapability in dealing with future cases of this sort so that riots and trouble follow, the local officials concerned will be immediately punished—with the utmost severity, nor will the high provincial officials be allowed to escape their responsibility in the matter. Do not say that a fair warning has not been given after this.

NEWS FROM THE PHILIPPINES.

(From *Manila Times*.)

COLONEL BELL'S ADVANCE.

Colonel Bell advanced from Santa Rita on the morning of the 17th and engaged the enemy near Bacolor in a stiff fight, which resulted disastrously for the rebels.

The 36th Volunteers, with Lowe's scouts left Santa Rita early under command of Col. Bell, and took a detour in the direction of Bacolor. When in the vicinity of that place the enemy were encountered in some force, and at 9.30 a.m. firing had begun. The fight waxed warm towards 10 o'clock, and some good work was done by Bell's lads.

The enemy used some artillery, and Captain Davis of the 36th had his horse shot under him by a 1-pounder ball, which missed his leg by about an inch, but the captain soon procured another horse and lost no time.

Some excellent work was done by the quartermaster-sergeant of the regiment. Separated from the others he engaged four rebels single-handed, with no other arms but a revolver. One of them was shot dead in his tracks, and one he so severely wounded that he may not live. The other two soon surrendered and were brought into camp.

During the fight 12 of the enemy were killed, and 13 prisoners, 10 rifles and 2 bull carts loaded with ammunition were seized. On our side Private William Winters, Co. H, 36th Infantry, was shot through the head and instantly killed, while Private Sam Williams of Co. M, 36th Infantry, was severely wounded.

The fight was over by 10.30 a. m., taking just an hour.

Our latest reports state that the little column is still advancing in a north-easterly direction from Bacolor, and expects to see some hard service. It is thought that Col. Bell will push right through as far as he is able. It is also thought that this detour forms part of the advance which is expected to commence on Tarlac to-morrow.

An exchange of shots took place between the outposts at Angeles the night before last, but when daylight came the field glasses of the officers failed to locate a single insurgent, and all was quiet yesterday. General Wheelar is quoted as having said that if a shot was fired he intended to turn everything loose in sight, and with the 17th, 9th, 12th and part of the Artillery, part of the 4th Cavalry and other troops which garrison Angeles the fighting general can make things hum if he wants to.

General Lawton's advance, which was to have commenced on the 17th has been deferred owing to delay caused by the non-arrival of three cascoes, which were to come up the Rio Grande with stores and provisions. The advance will probably be made to-morrow, and some hot work is expected.

—o—

A SCHEME TO SELL OUT TROOPS.

A few days ago a Spaniard arrived in Manila with a special mission to General Otis, which at the time, owing to the secrecy maintained in the matter, could not be learned, but now the story has leaked out.

At Santa Rosa is a Filipino regiment, with some modern cannon. Among the officers were ten Spaniards.

They concocted a scheme to sell out the troops, cannon and forts to the Americans, but disaster overtook them, as seven are reported to be dead and only three of their number have reached Manila.

Their plan was this: One of them was provided with written propositions, by which all agreed to abide, and an excuse was invented for the Spaniard to enter the American lines, and the delegate, accompanied by three Filipino soldiers, proceeded to Calamba. Here the native escort was left to await his return on the following day, and the Spaniard entered Calamba and from there went to Pasig. After a wait here he was escorted to Gen. Otis, before whom he laid his proposition.

These Spaniards held various ranks in the Filipino army; one was a major, and another a captain. One was an escaped prisoner from Bilibid since last February, where he was confined on a charge for some offence by the American authorities.

The terms of the proposition were to deliver to the Americans some 15 pieces of artillery including a Nordenfeldt rapid fire and other modern guns, and to surrender the regiment in the vicinity of Santa Rosa after a mock fight the details of which were to be arranged by the delegate.

In return for this, a free pardon was asked for all for carrying arms against the United States, a sum of money was to be given each man, and a free passage to Spain.

But the three waiting Filipinos at Calamba, finding that their man had failed to return as arranged, suspected something and returned to Santa Rosa, where they reported their suspicions, which led to the discovery of the plot and the rebels succeeded in doing away with seven of the Spainards, but two managed to escape.

On the 15th the *Napindan* was cruising near Santa Rosa when she saw signals from the shore. She put in and took two men aboard, who said they were Spaniards fleeing from the Filipinos, who had attacked them and cut the throats of their seven companions. They proved to be the companions of the delegate who had come to Manila, and their stories connect. They arrived in Manila yesterday and were escorted under a strong guard before Gen. Otis.

The names of the last two to arrive are believed to be Martio Lopez, and Felix Ruiz, an ex-sergeant of artillery, but the delegate's name we are not in a position to divulge.

The sum of money to be received for the surrender was not stipulated, as General Otis refused to consider the proposition, though he has promised to send the three back to Spain.

—o—

PORAC RECAPTURED.

On October 18th, after Colonel Bell had left Bacolor, where he had engaged the enemy with the satisfactory results reported, he made a rapid advance upon Porac with the intention of suddenly swooping on the town before his presence was known and surprising the garrison.

A forced march had been made the night before, and haste was made to reach Porac early in the morning.

When the town was reached, the attacking force, consisting of 600 men out of the 36th regiment under Colonel Bell's personal leadership, dashed into the town without delay.

Little resistance was met, however, as news of his approach had leaked out, word having been presumably spread after the fight near Bacolor that the party was still advancing. The enemy had had time to get out and only two companies were left to cover their retreat. These were quickly routed with a loss of one killed and one wounded on our side, and two insurgents killed.

The town was taken inside of half an hour after the troops first swooped down, and a large number of supplies were taken, some prisoners and fifteen rifles.

Colonel Bell will probably remain here at present, but whether he will advance further or return to Santa Rita cannot be learned.

—o—

THE POSITION IN PANAY.

The First Battalion of the 18th Infantry on the 18th marched to Hoilo and there embarked on the *Elcano* and sailed across the strait to the island of Güimaras, where practice was had in debarking and afterwards in embarking in light marching order, the purpose being to accustom the men to hasty journeys of this sort. Part of the day was taken up by a march to the summit of the hills on the island. The men behave very well and the exercise demonstrated that the troops are in good condition for the approaching campaign.

Everybody is anxious for the tug of war. Men who have done arduous guard duty for the last eight months and who have seen no action since March 16th are anxious for a change. The practice in boarding and debarking on the 18th leads some to think that perhaps an attack is to be made on the parts of Concepcion, Capiz or San Jose de Buenavista by the battle ships, and that after they are reduced, companies of the 18th and other regiments are to occupy them, subsequently advancing on the rebels hemmed up in the island cities. The impression prevails, however, that the original plan of advancing from this place to Santa Barbara, Cherruza, and other cities inland, will be pursued.

Everyone is persuaded that some sort of decided advance is to be made, now that Aguinaldo's emmisaries have succeeded in apparently crushing out the element that favoured surrender. Indeed, some incline to the opinion that the whole thing was simply a ruse to gain time until the reinforcements reported to have been received should arrive. It is more probable, however, that but for the arrest of Araneta the peace overtures would have had a happy termination. It was the opinion that the Tagalos would repent that coup, but it would now appear they relied on succour from Luzon and on the fact that they had more arms and could quell any overt movement by the Visayans.

Events are not likely to long remain in *Statu quo*.

—o—

CHARGED WITH DEFRAUDING THE CUSTOMS-HOUSE.

FINED FIVE THOUSAND DOLLARS GOLD.

The trial of Felix Ullman, jeweller, charged with defrauding the Custom House by making a false declaration, was before the Superior Provost Court on the 17th inst.

Attorney Bradley prosecuted for the Collector of Customs and Mr. John G. Hvoslef and Mr. R. E. Manley defended Ullman.

The case for the defendant having closed, Mr. Manley first addressed the court. He said the customs dues which they were charged with trying to evade amounted to 6,000 reals, or $750, but there was no evidence to show that they had tried to evade the dues. Granted there was evidence, let them consider the motive. Considering the large amount of goods shipped by the defendant, would he be likely to attempt to defraud the government of the paltry amount of $750, and subject himself to a severe penalty. Defendant had been in business in Manila for a great number of years and during the whole of that time had been doing a large business with the custom house, and this was the first time that he had been accused of trying to defraud or evade customs dues.

The court sat again at ten o'clock on the 18th for the purpose of delivering judgment, the case having been concluded the day previous. The judge found Ullmann guilty of the charge of smuggling for the reason he explained that the law requires that he must declare his goods correctly at the Custom House in Manila. He was negligent in signing the declaration without first looking at it and ascertaining its correctness, and by not doing this he became responsible for his agent's wrong. For the offence of smuggling the maximum penalty was imposed, namely, $5,000 gold.

—o—

RICE SMUGGLING.

Owing to the large quantities of rice the natives and Chinese have been taking to San Roque, an investigation was made in those parts on the 17th inst. Lieutenant Lynch, Sergeant Montair, Corporals Henry and Harvey, and a detail started out at 1 o'clock last night and skirmished throughout San Roque and vicinity, but of the several thousand pounds taken there on the 17th but three sacks could be found. The rice seems to be hurried right through to the shore beyond San Roque and taken to other points, most likely to the insurgents to the south. There is to be further investigation, and the business will be stopped by the careful and vigilant marines.

—o—

LOCKHART AT DEPOSITO.

THE 11TH CAVALRY HAVE A HARD TIME.

Colonel Lockhart's regiment of Cavalry, stationed at the Deposito, is having a most trying time.

Four-fifths of the command are under hospital treatment, thus leaving, out of thirty enlisted men to a troop, a very small quota to draw from, for guard duty. All the men are on patrol every night. Forty-eight recruits went up for the "Eleventh," a few days since and they are learning a fearful lesson. Among the 75 or 100 horses which have been sent over for the use of this regiment, forty broncbos took particular care to make themselves notorious as "wicked beasts."

The 11th had a little to do in the La Loma Church affair of last week. A rather strong sally was made from the rear of the left of their line. To be sure, the Colonel's Command has not been recruited up to its standard, but this officer is an old Indian fighter under General Nelson A. Miles in the Far West at home, and he knows "how to do the trick" with the natives.

The Colonel deserves great credit for placing his small number of men to such good advantage as to bring consternation into the hearts of the Filipino attackers.

—o—

A DESERTER SENTENCED TO TEN YEARS.

The sentence of the Courtmartial proceedings against Private Givens of the 4th Infantry, which were completed a short while ago, has just been made public.

Givens deserted on the firing line near Imus last June soon after the arrival of his regiment in the Philippines and in his first battle. He succeeded in smuggling himself aboard the transport *Indiana* then lying in the harbour and the stowaway was not discovered until after several days out at sea. He was placed in irons and turned over to the Department of California on the arrival of the vessel at San Francisco, and afterwards turned over to the Department of the Pacific and returned to Manila for trial.

The trial by courtmartial was completed a short while ago and it is now known that he has been sentenced to 10 years' hard labour at such a place as the reviewing officers decide, and to leave service of the United States, forfeiting all pay and allowances.

The reviewing officers have decided to mitigate the sentence to five years instead of ten, the rest of the sentence to remain as it stands.

A man who deserts his flag in action with the enemy, and violates all the sacred paths of a soldier to serve his country, in the opinion of all is a high traitor and deserving of no less a penalty than death. Givens may consider himself lucky to escape so easily.

SINGAPORE GOLF CLUB.

The match between Colonel Bogey and the Singapore Golf Club has resulted in a win all round for the Colonel. Mr. J. C. D. Jones won the sweepstake, being 6 down. The next best score was Mr. Ezekiel's with eight down, the rest being quite out of it. A special handicap should have been drawn up for the competition. It is intended that a 54-hole match be arranged against Colonel Bogey to be played off during November. Competitors will be allowed to try as often as they please. The entrance fee will be $2, that is for not more than six cards, but for every card taken out, over and above the original six, the player will pay fifty cents additional. The winner of this competition will receive a Cup. The entrance fees will be placed at the disposal of the Green Committee.

SHIPPING REPORTS.

Captain Roach, of the steamship *Haitan*, from Foochow, reports: Moderate north-easterly breeze and sea, cloudy and clear to Amoy. Amoy to Swatow, strong north-easterly breeze, considerable sea, overcast and clear. To port, north-easterly breeze and sea, fine and clear.

Captain McArthur reports that the steamship *Guthrie* left Melbourne on the afternoon of the 19th Sept. After a fine passage, during which, light to fresh winds and slight seas prevailed, she arrived at Newcastle on the morning of Sept. 24th. Left Newcastle on the 25th, arriving at Sydney on the evening of same day. Left Sydney on the 29th ulto. and arrived at Moreton Bay on the afternoon of October 3rd. That port was left early next morning and Cleveland Bay was reached on the evening of October 5th. After remaining there a couple of hours the *Guthrie* proceeded on her journey, called at Cairns on 6th, Cooktown on the 7th, and arrived at Thursday Island on the 9th. Left Thursday Island early on the morning of the 10th, arriving at Port Darwin at noon of the 13th. During the whole of the passage through the inner route and across the north coast of Australia, light to fresh winds with slight sea, fine and pleasant weather was experienced. After leaving Port Darwin at noon on the 14th, fine weather with light variable winds prevailed. Zamboanga was passed on the evening of the 19th, fine weather marked the passage between Zamboanga, which was left on the evening of the 21st. During the passage across the China Sea, experienced fine monsoon weather, as far as the 116th parallel, when the wind increased to fresh gale with high beam sea, and continued so until the land was made

NOTANDA.

CALENDAR.

OCTOBER.

Meteorological means based on fifteen years' observations to 1898.

Barometer	29.982
Thermometer	76.2
Humidity	71
Rainfall	5.794

TO-DAY.

Wednesday, 25th October, 1899.

Chinese—*21st of 9th moon of 25th year of Kwang-sü.*

Sun—*Rises* ..... *6hr. 3min.*
Sets ..... *5hr. 26min.*

No inferior high-nor low-water.

ANNIVERSARIES.

1844—Treaty of Whampoa between France and China signed.
1849—Victoria Regatta Club formed.
1854—Battle of Balaclava.
1862—Kahding recaptured by the Allies.
1876—Departure from Peking of Dr. S. Wells Williams, American Secretary of Legation, for home, after 43 years in China.
1878—Attempted assassination of the King of Spain.
1889—The German steamer *Duburg* lost between Singapore and Hongkong; about 300 lives lost.
1892—British ship *Gretna* lost on the Rifleman Shoal, south of Hainan.
1893—Great fire on French Concession, Shanghai, 250 houses destroyed.
1897—H.E. the Governor announced the reduction of the Light dues.

TO-MORROW.

Thursday, 26th October, 1899.

Chinese—*22nd of 9th moon of 25th year of Kwang-sü.*

Sun—*Rises* ..... *6hr. 3min.*
Sets ..... *5hr. 25min.*

Moon—*Last Quarter 5.17 p.m.*
0 2
8 54

No Inferior high nor low-water.

ANNIVERSARIES.

1839—Lin ordered all British ships to leave the coast of China within 3 days.
1843—In Canton 1,200 houses and 3 factories burnt.
1850—North West Passage discovered by McClure.
1859—*Royal Charter* wrecked.
1893—Pacific Mail Co.'s steamer *City of New York* stranded outside San Francisco harbour.
1894—Chin-lieh-cheng taken by the Japanese.
1896—Li Hung-chang appointed Minister for Foreign Affairs.
1897—Mr. McLeavy Brown, Financial Adviser, dismissed by the Korean Government.

SHIPPING AND MAIL NEWS.

MAILS DUE.

American *(Coptic)* 28th inst.
English *(Bengal)* 28th inst.
Canadian *(Empress of India)* 9th prox.
American *(America Maru)* 11th prox.
Australian *(Chingtu)* 12th prox.

* * *

The O. & O. S. S. Co.'s steamer *Coptic*, left Shanghai for Hongkong to-day at 1 p.m.

* * *

The O. S. S. Co.'s steamer *Ixion*, from Liverpool, left Singapore yesterday and may be expected to arrive here on 29th inst.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of India*, arrived at Yokohama at 7 a.m. on Tuesday the 24th inst. and left again at 3 p.m. of same day for Kobe where she is due to arrive at 2 p.m. on Wednesday the 25th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isla de Cuba	at	Kowloon	Dock.
Isla de Luzon	"	"	"
Simla	"	"	"
Liberal	"	"	"
U.S.S. *Oregon*	"	"	"
Yuensang	"	"	"
Machew	"	"	"
Culgoa	"	"	"
Pakkong	"	"	"
May Flint	"	"	"
Esmeralda	"	"	"
Zafiro	"	"	"
Petrarch	"	"	"
D. Juan d'Austria	"	Cosmopolitan	"
Mongkut	"	"	"
Changsha	"	Aberdeen	"

PASSED THE CANAL.

Outward — 26th September — *Energia, Adria, Anapa, Bamberg, Voroneg.* 3rd Oct.—*Indravelli, Ixion, Vindobona.* 6th October—*Japan, Varra, Undaunted, Idomeneus.* 10th October—*Ayr. Konigsberg.* 13th October—*Benlomond, Inaba Maru.* 17th October—*Tantalus, Arab, Avala, Queen Cristina.* 20th October—*Patroclus, Socotra, Telena.*

Homeward—20th Oct.—*Indrani.*

Shipping.

Arrivals.

MIIKE MARU, Japanese steamer, 2,060, S. Kawamuro, 24th Oct.,—Singapore 17th Oct., General.—Nippon Yusen Kaisha.

SALVADORA, American steamer, 687, Goitisolo, 24th Oct.,—Manila 21st Oct., General.—Brandao & Co.

ROHILLA, British steamer, 2,216, S. de B. Lockyer, R.N.R., 25th Oct.,—Yokohama 18th Oct., General.—P. & O. S. N. Co.

HERMES, Norwegian steamer, 849, J. C. Jensen, 25th Oct.,—Canton 24th Oct., General.—C. E. & M. Co.

HAITAN, British steamer, 1,183, J. S. Roach, 25th Oct.,—Foochow 22nd Oct., Amoy 23rd, and Swatow 24th, General.—Douglas, Lapraik & Co.

PRONTO, German steamer, 632, H. Grandt, 25th Oct.,—Newchwang 17th Oct., Beans.—Siemssen & Co.

BYGDO, Norwegian steamer, 772, C. Brekke, 25th Oct.,—Canton 25th Oct., General.—Sander, Wieler & Co.

DEVAWONGSE, British steamer, 1,057, Richard Curtis, 25th Sept.,—Bangkok 15th Oct., Koh-si-chang 16th, and Swatow 24th, General.—Yuen Fat Hong.

WHAMPOA, British steamer, 1,109, P. Garriock, 25th Oct.,—Newchwang via Chefoo 20th Oct., General.—Butterfield & Swire.

HOIHAO, French steamer, 509, J. C. Gerard, 25th Oct.,—Pakhoi and Hoihow 24th Oct., General.—A. R. Marty.

PRESIDENTE SARMINETO, Argentine cruiser, 2,850, Betbeder, 25th Oct.,—Shanghai 19th October.

TRIUMPH, German steamer, 675, A. Rieke, 25th Oct.,—Swatow 24th Oct., General.—Jebsen & Co.

MENMUIR, British steamer, 1,980, S. J. George, 25th Oct.,—Samarang 14th Oct., General.—Gibb, Livingston & Co.

Clearances at the Harbour Office.

Suisang, British str., for Singapore.
Breconshire, British str., for Moji.
Kongnam, British str., for Canton.
Satkong, British str., for Samsui.
Bygdo, Norwegian str., for Chefoo.
Empress of China, British str., for Shanghai.
Whampoa, British str., for Canton.
Wuchow, British str., for Wuchow.
Meefoo, Chinese str., for Shanghai.
Haimun, British str., for Swatow.
Onsang, British str., for Nagasaki.
Legazpi, Spanish str., for Manila.
Pronto, German str., for Canton.
Sandakan, British str., for Sandakan.

Departures.

Oct. 25, *Onsang*, British str., for San Francisco.
Oct. 25, *Chunsang*, British str., for Shanghai.
Oct. 25, *Szechuen*, British str., for Swatow.
Oct. 25, *Legazpi*, Spanish str., for Manila.
Oct. 25, *Empress of China*, British str., for Vancouver.
Oct. 25, *Pekin*, British str., for Shanghai.
Oct. 25, *Suisang*, British str., for Calcutta.
Oct. 25, *Meefoo*, Chinese str., for Shanghai.
Oct. 25, *Breconshire*, British str., for Moji.

Passengers—Arrived.

Per *Haitan*, from Coast Ports—Mr. W. Dennis, and 243 Chinese.

Per *Miike Maru*, from Singapore—Mr. W. Rollinson, 60 Chinese and 2 Japanese.

Per *Devawongse*, from Bangkok, &c.—Mr. Logan Sample, Misses Black and Cawley.

Per *Rohilla*, from Yokohama for Marseilles—Mr. W. H. Law. For Hongkong—Mr. Kwong Man Wing. From Kobe—Mrs. Pow Kit Sang and infant. From Yokohama—Mr. E. C. Lane, and Mrs. Yong Lip.

Departed.

Per *Legazpi*, for Manila—Messrs. L. Dreyfus, S. Fernandez, Misses Elizabeth Macquard, Helene Tahara, Engenia Juarez, Celia Juarez and servant.

Per *Empress of China*, for Shanghai—Capt. C. L. Potter, U.S.A., Messrs. H. W. D. Schmidt, F. R. Tata, G. H. Potts, E. D. Matts, J. J. Leiria, Robertson Jack, J. MacKie, W. D. Graham, Hon. C. P. Chater, Mrs. C. Buchanan, Mr. and Mrs. Robert Jack, Mrs. Robert Jack and 2 children, Majors H. W. McMahon, C. B. Dobell, Lieut. R. B. Johnson, Messrs. Ho Tham Tong, U Yip Chi, Cheung On Lan, and Colin Buchanan. For Yokohama—Misses P. A. and A. B. Barney, Mrs. M. A. Perrine, Mrs. Haywood, 2 children and nurse, Mrs. Renjes and child, Mr. and Mrs. M. A. Clarke, Major J. E. Sawyer, and Mr. D. E. Brown. For New York—Misses Wilson, Dora Wilson, and Mr. Chas. Ashmore. For London—Messrs. Sidney Hancock, C. B. Godman, J. Godman and servant. From Shanghai—Mr. A. H. Bridges.

STEAMERS EXPECTED.

Names.	*From.*	*Due.*
Bormida	Singapore	To-morrow
Kintuck	Singapore	To-morrow
Hakata Maru	Singapore	To-morrow
Bamberg	Singapore	To-morrow
Bengal	Singapore	Oct. 28th
Coptic	Shanghai	Oct. 28th
Ixion	Singapore	Oct. 29th
Kagoshima Maru	Moji	Oct. 29th
Queen Adelaide	Portland, Or.	Nov. 8th
Empress of India	Vancouver	Nov. 9th
America Maru	San Francisco	Nov. 11th
Chingtu	Sydney	Nov. 12th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns, and in so doing respectfully urge the managers of shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis with the latest available information every day.

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HAKUAI MARU ..... W. Nishimura	VLADIVOSTOCK, via SWATOW, AMOY, SHANGHAI, WEI-HAI-WEI, CHEFOO, CHEMULPO & NAGASAKI	TO-MORROW, 26th October, at Noon.
HAKATA MARU..... F. L. Sommer	KOBE and YOKOHAMA	TO-MORROW, 26th October, at 4 P.M.
MIIKE MARU ..... S. Kawamuro.....	KOBE and YOKOHAMA	FRIDAY, 27th October, at 4 P.M.
YAWATA MARU..... A. E. Moses	MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE ...	FRIDAY, 27th October, at 4 P.M.
KAGOSHIMA MARU..... R. Nunome	BOMBAY, via SINGAPORE and COLOMBO	TUESDAY, 31st October, at Noon.
KAWACHI MARU..... J. T. Thompson	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 3rd Nov., at Noon.
*IDZUMI MARU ..... M. J. Curnow	VICTORIA, B.C. and SEATTLE, U.S.A., via KOBE & YOKOHAMA...	THURSDAY, 16th Nov., at 4 P.M.
BINGO MARU ..... G. E. T. Cook	MARSEILLES, LONDON & ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID.....	FRIDAY, 17th Nov., at Noon.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 23rd October, 1899. [6

"CLAYMORE."

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USED FOR OVER 20 YEARS.
With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China,
LÜTGENS, EINSTMANN & Co.
Hongkong, 11th September, 1896. [19

KUHN & KOMOR,
JAPANESE FINE ART CURIOS,
21 & 23, QUEEN'S ROAD, HONGKONG,
35, WATER STREET, YOKOHAMA
and
36, DIVISION STREET, KOBE.
Hongkong, 15th March, 1898. [42

NOTICE.

NIGHT SCHOOL for EUROPEANS, by an EX-SCHOOLMASTER.
Terms moderate, for Particulars apply
"Z,"
c/o This Office.
Hongkong, 18th August, 1899. [1048a

SIEN TING,
SURGEON DENTIST,
No. 10, *D'AGUILAR STREET.*
TERMS VERY MODERATE,
Consultation free.
Hongkong, 27th September, 1898. [43

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

1899.  1899.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 22nd Nov., 1899.
EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R.....WEDNESDAY, 20th Dec., 1899.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 17th Jan., 1900.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Hongkong, 25th October, 1899. *Pedder's Street.* [3

TOYO KISEN KAISHA.

TO SAN FRANCISCO, *VIA* INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 14th Nov., at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 9th Dec., at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Wednesday, 3rd Jan., 1900, at Noon.

THE Steamship

"AMERICA MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 14th November, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 19th October, 1899. [1310

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

SANITARY SOFT SOAP. "JEYES' FLUID" THE BEST DISINFECTANT. DISINFECTANT SOAP.

AVOID ALL RISK OF OUTBREAK BY ITS USE.
W. G. HUMPHREYS & Co.,
Bank Buildings,
Hongkong, 9th March, 1897. [11



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMAPNY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"PARRAMATTA,"

Captain A. Symons, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 28th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *vid* Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 16th October, 1899. [5

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS:
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Bayern.....	Wednesday	8th Nov.
König Albert.....	Wednesday	13th Dec.
Prinz Heinrich...	Wednesday	27th Dec.
Preussen	Wednesday	10th Jan.
Karlsruhe	Wednesday	24th Jan.
Sachsen	Wednesday	7th Feb.
Oldenburg	Wednesday	21st Feb.
Bayern.....	Wednesday	7th March.
Stuttgart	Wednesday	21st March.
König Albert.....	Wednesday	4th April.
Weimar	Wednesday	18th April.
Prinz Heinrich...	Wednesday	2nd May.
Preussen	Wednesday	16th May.
Hamburg	Wednesday	30th May.

ON WEDNESDAY, the 8th day of Nov., 1899, at 9 A.M., the Company's Steamship "BAYERN," Captain E. Prehn, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 6th November. Cargo and Specie will be received on board until 5 P.M. on TUESDAY, the 7th November, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 7th November. Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 13th October, 1899. [1293a

Mails.

NORDDEUTSCHER LLOYD. (*Freight Service.*) **HAMBURG-AMERIKA LINIE.** (*East Asiatic Service.*)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
SUEVIA ..... Förck	MARSEILLES, HAVRE & HAMBURG. (LONDON with transhipment in HAMBURG)	12th November.	Freight.
*SIBIRIA ..... Braun	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 19th November.	Freight and Passage.
BAMBERG ..... Mayer	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 28th November.	Freight.
*KONIGSBERG... Christiansen	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 10th December.	Freight and Passage.
AMBRIA ..... Burmeister	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 24th December.	Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to
CARLOWITZ & Co.,
981] Agents.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO *VIA* INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, HONOLULU and SAN FRANCISCO, The UNITED STATES, MEXICO, CENTRAL and SOUTH AMERICA, &c.

Carmarthenshire.	2,929	about	Nov. 15
Strathgyle.....	5,023	about	Dec. 15
Carlisle City.....	3,002	about	Dec. 31

THE Steamship

"CARMARTHENSHIRE,"

will be despatched for SAN DIEGO VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about WEDNESDAY, the 15th November.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For futher information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, China and Japan.
Hongkong, 23rd October, 1899. [1330

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

**Algoa* (via Moji, Kobe, Yokohama & Honolulu).....	Tuesday, 21st Nov., at Noon.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 16th Dec., at Noon.

(* Taking Cargo only.)

THE Chartered Steamship

"ALGOA,"

will be despatched for SAN FRANCISCO, *via* MOJI, KOBE, YOKOHAMA & HONOLULU, on TUESDAY, the 21st November, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Franscisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Diego, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 25th October, 1899. [

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA,
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

Breconshire ...	3,567	G. E. Elliott	Oct. 28.
QueenAdelaide	2,832	F. McNair..	Nov. 18.
Saint Irene.....	3,877	W. Attree...	Dec. 9.
City of Dublin	3,328	J. R. Rae....	Dec. 30.

ALSO
FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVIGATION COMPANY.

Abergeldie.....	3,777	J. Murray...	Nov. 11.
Monmouthshire	2,874	W.A. Evans	Dec. 23.
Abergeldie.....	3,777	J. Murray...	Jan. 27.

THE attention of Passengers is directed to the very cheap rates offered by the Line.

HONGKONG TO LONDON £47.
Excellent accommodation. First-class Tables. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK £41.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application, *Special rates allowed to members of Government Services.*

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and *one copy must be sent forward by the steamer* to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to
DODWELL & CO., LIMITED.
General Agents.
Hongkong, 19th October, 1899. [4

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Saturday, 4th Nov., at Noon.
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Thursday, 30th Nov., at Noon.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Saturday, 23rd Dec., at Noon.

THE Company's Steamship

"COPTIC,"

will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on SATURDAY, the 4th November, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 16th October, 1899. [1

TELEGRAMS.

(From Australian papers.)

The Military Strength of the Transvaal.

LONDON, September 27th.

The *Daily Telegraph* states that General Joubert, Commandant of the Transvaal forces, estimates the number of fighting men that the Republic could call into requisition in the event of war to be 18,000 besides the co-operation of 16,000 from the Orange Free State, 8,000 from Cape Colony, 2,000 from Natal, and 6,000 Hollanders and German volunteers.

Boers Looting on the Border and Molesting Chinese and Blacks.

LONDON, September 27th.

The Boers are looting on the British Bechuanaland border, and are molesting the Chinese and blacks at Johannesburg, hoping to force Great Britain's hand.

Departure of President Steyn's Family.

LONDON, September 28th.

The family of President Steyn, of the Orange Free State, has been sent to Capetown.

The Boers Obtaining Provisions.

LONDON, September 28th.

The Boers are trying to purchase large supplies of wheat and tinued meats in Capetown.

Mutiny of Cape "Boys."

LONDON, September 28th.

A number of Cape "boys" (South African coloured natives) who were employed by the British as muleteers have mutinied at Ladysmith, Natal, and have refused to go to the front.

Financial Effects of the Situation.

LONDON, September 28th.

A "run" has commenced on the banks at Pretoria, the Transvaal capital.

President Kruger Prays and is Prepared to Fight.

LONDON, September 28th.

The *Daily Chronicle* states that President Kruger has written to a friend at Capetown saying that he has spent three hours in prayer and is perfectly happy, as the Lord has told him to fight.

Assurance by Lord Salisbury.

LONDON, September 27th.

Lord Salisbury, the British Premier, has assured the Government of the Netherlands in answer to its inquiries, that the integrity and the independence of the Transvaal and the Orange Free State are guaranteed if Great Britain's advice, which was given in the interests of all races, is accepted.

War Munitions from Holland.

LONDON, September 29th.

Fifty thousand Mauser rifles and 500,000 cartridges, together with several heavy mortars, are to be sent from Holland to the Transvaal immediately.

Great Dutch Conspiracy.

LONDON, September 28th.

The *Daily Telegraph* states that proofs are accumulating at the Cape of the existence of a great Dutch conspiracy against British supremacy in South Africa. The same journal adds that the Orange Free State is involved in the conspiracy.

Action Threatened by the Boers.

LONDON, September 28th.

The Boer force at Vryheid, near the Natal border, threatens that if the British force at Glencoe, in Northern Natal, is reinforced it will cross the Buffalo River, seize the railway in the colony, and so isolate the British troops at Dundee and Ladysmith.

LONDON, September 29th.

The latest advices from South Africa state that two batteries of Boer artillery and 1000 Pretoria burghers have left the capital for Volksrust, near the Natal border. Two thousand Boers are assembling at Wakkerstroom, and 1200 at Sandspruit, both of which places are on the Natal border.

The Orange Free State and the Transvaal forces are concentrating near Harrismith, a point from which an attack on Natal could be directed.

The combined Dutch forces have four Maxim guns at Harrismith.

The September Rains.

LONDON, September 29th.

The September rains in the Transvaal have commenced. Scarcity of water has hitherto delayed the Boers in initiating the anticipated attack on the frontier.

It is feared that great difficulty will be experienced in provisioning Johannesburg.

Samoa.

LONDON, September 27th.

The American authorities at Washington credit the German reports that the followers of Matsafa in Samoa are restless, and have been incited to rebel.

Newmarket First October Meeting.

At the Newmarket First October Meeting to-day the contest for the principal event resulted as under:—

THE JOCKEY CLUB STAKES of 10,000 sovs., the second horse to receive 1,500 sovs., the third 1,000 sovs., the nominator of the winner 400 sovs., and the nominator of the second 200 sovs. out of the stakes; for three and four year olds; three year olds to carry 8st 9lb, four 9st 4lb, mares and geldings allowed 3lb; penalties and allowances. 1½ mile.

Duke of Westminster's b c Flying Fox, by Orme—Vampire, 3 years 1

Mr. R. A. Oswald's b c Scintillant, by Sheen-Saltire, 3 years 2

Mr. Leopold Rothschild's ch c Chosen, by Donovan—St. Bride, 3 years 3

International Bowling Association.

LONDON, September 28th.

Mr. John Young, president of the New South Wales Bowling Association, and Mr. Charles Wood, president of the Victorian Bowling Association, have promoted the International Bowling Association. Lord Jersey has been appointed president.

Bull-Fighting in France.

LONDON, September 27th.

At a bull fight at Bordeaux, in the south of France, in which six Spanish girl toreadors and matadors were engaged, the matadors bungled causing lingering deaths to the bulls.

Sir Edward Wingfield stricken down.

LONDON, September 28th.

Sir Edward Wingfield, K.C.B., Under-Secretary of States for the Colonies, has been stricken down by paralysis.

Berlin-Paris Telephone.

LONDON, September 27th.

A telephone between Berlin and Paris will be opened in the spring.

The Australian Naval Conference.

LONDON, September 28th.

The *Times* states that if the Admiral of the Australian Auxiliary Squadron had presided at the Conference of Naval Experts, which was held recently at Melbourne to devise a scheme for the establishment of a colonial naval reserve, it would have prevented the propagation of evident fallacies. The same journal says that the institution of a non-descript force of inadequately trained volunteers is an illusory idea. A separate colonial fleet officered and manned mainly by amateurs would be expensive in peace, and absolutely ineffective in war.

The *Daily News* expresses the opinion that the scheme promulgated by the conference is a large and well-considered one.

Strange Death of a Doctor.

LONDON, September 26th.

Dr. Dick, a medical man at Eastbourne, drank a female patient's medicine with a view to convincing her that it was rightly prepared, and died instantly.

Prohibition of New Zealand Cheese at Aldershot.

The prohibition which was placed upon the consumption of New Zealand cheese at Aldershot, consequent upon a number of soldiers having been poisoned through eating it, has been limited in its operation by the Commandant so that it will only apply to this season's manufacture.

Prior to the three fatalities which recently occurred, 40 other soldiers suffered from poisoning; but the cause could not be traced to the consumption of cheese, and imperfect sanitation was suspected.

Funeral of M. Kestner.—Dreyfusite Demonstration.

LONDON, September 26th.

The funeral to-day of M. Scheurer Kestner, a late member of the Senate, who was the first public man to take up the cause of the revision of the Dreyfus sentence, was made the occasion of a great Dreyfus demonstration.

Captain Dreyfus sent a wreath inscribed with words expressive of his infinite gratitude.

NAVAL OFFICERS AS COLONIAL GOVERNORS.

No one can hold more strongly than I do that too great a liking for what we sailors call "the shore" threatens to become highly detrimental to naval efficiency. At the same time, it is a simple historical fact that the officers of more than one navy not conspicuously inefficient have been frequently employed, and occasionally for long periods, in colonial administration and in other duties ashore. The early governors of nearly all the more important British colonies were naval officers. During several generations the governorship of Newfoundland and the command of the squadron on the station were held by the same person. After the two offices were separated, officers of the navy long continued to be appointed governors. The last two naval governors, Sir Thomas Cochrane and Sir Henry Prescott, after quiting their governorship, held high commands in the navy—it has never been suggested with any loss of efficiency.

The first four Australian governors in succession were officers of the navy—Phillip Hunter, King, and Bligh. The first lieutenant governor of Van Diemen's Land, under one of the above-named, was Collins of the Marines. The first, and, as is universally admitted the most distinguished, governor of Malta was Sir Alexander Ball, one of Nelson's captains at the Nile. He held his appointment for eight years. Though not designated by the title of "Governor," the first person to discharge the duties of that office in the then newly acquired colony of Hongkong was Lord Napier of the navy. Admiral Sir James Stirling was the first governor of Western Australia; and he afterwards commanded the squadron in China. The first governor of South Australia was a naval captain—Hindmarsh. The first governor of New Zealand was another—Hobson. Admiral Fitzroy, the eminent explorer and meteorologist, was one of his successors. Sir John Franklin—not usually considered an inefficient officer—was Governor of Tasmania before he commanded the Arctic expedition in which he lost his life. When Victoria became a full government, Sir Charles Hotham, who had recently held a command in the South Atlantic, was appointed to it. Several governors of the Falklands Islands in succession were naval officers. When I was serving in the neighbouring seas, the governership was held by Captain Moore. Since I first went to sea, Burmuda and St. Helena have had at least one naval governor each. Though, certainly, he had been on the retired list for some time, and had held political office in the mother country, Sir Robert Duff, who was governor of New South Wales at the time of his death, in 1895, had reached the rank of commander in the navy before being appointed to that governorship. The Earl of Glasgow, who was Governor of New Zealand till 1879, was a captain in the navy. From the foregoing it will be seen that the English custom has been to utilize the services of naval officers as governors of colonies especially in the the early stages of their history. When the Governments have been definitely organized, and social conditions have reached a certain development—when, in fact, official existence in the colony has promised to be reasonably agreeable—other persons have been found ready to assume the duties of governor and have been appointed. Till a recent date, the same custom prevailed in the French service.—"Naval Officers and Colonial Administration," by Vice Admiral Cyprian Bridge, in the August *Forum*.

Entimation.

AN APPEAL,

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Post Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1897. [493

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAIMUN,"

Captain Davis, will be despatched for the above Ports, TO-MORROW, the 26th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 25th October, 1899. [1340a

FOR MANILA.

(Taking Cargo at through Rates for ILOILO.

THE Steamship

"SALVADORA,"

Captain Goitisolo, will be despatched as above TO-MORROW, the 26th instant, at 5 P.M.

For Freight or Passage, apply to
BRANDAO & Co.,
Agents.

Hongkong, 23rd October, 1899. [1336a

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"KWANGSE,"

Captain Harris, will be despatched as above TO-MORROW, the 26th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 23rd October, 1899. [1339a

NIPPON YUSEN KAISHA,
(JAPAN MAIL STEAMSHIP CO.)

FOR MANILA.

THE Company's Steamship

"YAWATA MARU,"

(3,800 Tons Gross, Captain A. E. Moses) will be despatched for the above Port, on FRIDAY, the 27th instant, at 4 P.M.

This new Mail Steamer is specially constructed for service in the Tropics and is provided with Superior Accommodation and with all modern fittings and improvement for the safety and comfort of Passengers. Electric Light and Refrigerator, Doctor and Stewardess carried.

Return Tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to
A. S. MIHARA,
Manager.

Hongkong, 21st October, 1899. [1327a

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"DIAMANTE,"

Captain Tayler, will be despatched for the above port, on FRIDAY, the 27th instant, at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 23rd October, 1899. [1337a

WEST RIVER SERVICE.

THE New River Steamers

"SAMSHUI," & "WUCHOW,"

will be despatched alternately from Messrs. DOUGLAS LAPRAIK & CO.'S WHARF, at 5 P.M., on MONDAYS, WEDNESDAYS and FRIDAYS for WUCHOW, calling at KONG-MOON, KAMCHUCK, SAMSHUI, SHIUHING and TAKHING.

Both Vessels have Superior Accommodation for Saloon Passengers.

Fares, including Sleeping Berth and Meals.

HONGKONG to SAMSHUI.

Single Fare.....$10.00
Return Fare 17.50

HONGKONG to WUCHOW.

Single Fare.....$20.00
Return Fare 35.00

The Attention of Passengers is drawn to the Magnificient Scenery on the West River. Arrangements can be made for the Steamers to stop at SHUI HING to enable Passengers to visit the celebrated "MARBLE ROCKS" and "CAVES."

For further Information, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 16th October, 1899. [1307a

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"ORESTES,"

Captain Pulford, will be despatched on TUESDAY, the 31st October.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 25th September, 1899. [1221a

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"HECTOR,"

Captain Barr, will be despatched as above on TUESDAY, the 14th November.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 9th October, 1899. [1283a

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"MACHAON,"

Captain Hannah, will be despatched as above on TUESDAY, the 28th November.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 23rd October, 1899. [1333a

SHEWAN TOMES & CO'S, "NEW YORK" LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"MOYUNE,"

Captain Conradi, will be despached for the above Port, on WEDNESDAY, the 15th November, in the Afternoon.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 23rd October, 1899. [1338a

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAITAN,"

Captain Roach, will be despatched for the above Ports, on FRIDAY, the 27th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 24th October, 1899. [1344a

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship

"CHANGSHA,"

Captain Moore, will be despatched as above on FRIDAY, the 27th instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 24th October, 1899. [1277a

FOR KOBE (DIRECT).

THE Steamship

"DOYO MARU,"

Captain Wakishima, will be despatched as above on SATURDAY, the 28th instant.

For Freight, apply to
DODWELL & CO., LIMITED.
Agents.

Hongkong, 24th October, 1899. [1342a

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"MAIDZURU MARU,"

Captain T. Ogata, will be despatched for the above ports, on SUNDAY, the 29th instant, at Daylight.

For Freight or Passage, apply to
MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 23rd October, 1899. [1213a

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR MARSEILLES AND LONDON VIA STRAITS.

(Taking Cargo at through Rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"OANFA,"

J. A. Davies, Commander, will be despatched as above on MONDAY, the 30th instant.

For Freight, &c., apply to
HOLLIDAY, WISE & CO.,
Agents.

Hongkong, 11th October, 1899. [1268a

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"TSINAN,"

Captain Anderson, will be despatched as above on TUESDAY, the 31st instant, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 24th October, 1899. [1319a

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TSINAN,"

Captain Anderson, will be despatched on TUESDAY, the 31st instant, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. CO. and *vice versâ*.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 24th October, 1899. [1320a

SAILING VESSEL.

FOR PHILADELPHIA AND NEW YORK.

THE 3/3 A.I.I. American Ship

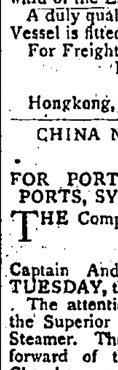
"ST. MARK,"

Dudley, Master, shortly expected from MANILA will load here for the above Ports and will have quick despatch.

For Freight, apply to
ARNHOLD, KARBERG & CO.

Hongkong, 20th September, 1899. [1198a

F. CAZANOVE,
BORDEAUX.



GOLD MEDALS
Bordeaux, 1882. Paris, 1889.

LIQUOR
OF THE REVEREND FATHER
A. KERMANN.

This ELIXIR is employed with success to restore the FORCES of the STOMACH and FACILITATES the DIGESTION.

TONIC-WINE
Of the Reverend Father A. KERMANN
MOKA-KINA of Dr. GOLE.
CREME DE MANDARINE.
AVELINE ANISETTE SUPERFINE.

Apply to
LAENDLER & Co., Paris.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"MALACCA,"

FROM ANTWERP, LONDON, PORTSAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, *ex* S.S. *Isis*.

From Madras, *ex* S.S. *Loodiana*.

Optional goods will be landed here unless instructions are given to the contrary before 11 A.M. TO-MORROW.

Goods not cleared by the 27th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, 20th October, 1899. [5

NOTICE TO CONSIGNEES.

FROM BOMBAY AND STRAITS.

THE P. & O. S. N. Co.'s Steamship

"PEKIN,"

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 29th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, 23rd October, 1899. [1-we

To be Let.

OFFICES TO LET.

NO. 2A, ICE HOUSE STREET. Immediate Possession.

Apply to
W. DANBY,
Civil Engineer & Architect.

Hongkong, 7th October, 1899. [1281a

TO LET.

OFFICE ROOMS on 1st floor of No. 4, Queen's Road, Central, (lately the IMPERIAL BANK OF CHINA).

Apply to
Compradore Office,
E. C. HOCHAPFEL.

Hongkong, 23rd March, 1899. [398a

TO LET.

SEMI-DETACHED VILLA RESIDENCES on Bowen Road (now in course of erection.)

PROPERTY lately occupied by the Bowrington Saw Mills.

GROUND FLOOR, 52, PEEL STREET.

OFFICES:—1st floor, No. 10, PRAYA CENTRAL. (Lately occupied by Messrs. MELCHERS & Co.)

"HARFORD." MAGAZINE GAP.

No. 4, RIPON TERRACE.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 28th August, 1899. [12

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CHEAP SALE

WITH

20% REDUCTION,

JAPANESE CURIOS,

Except

SILK PICTURES

AND

PHOTOES.

DURING 10 DAYS.

Commenced on from the 24th Oct.

D. NOMA,
No. 12, Beaconsfield Arcade,
Opposite the City Hall.

Hongkong, 24th October, 1899. [1258a

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AILMENTS.
ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor:—
THOMAS BEECHAM, St. Helens, England.

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CHRONOMETER, WATCH, and CLOCK MAKERS JEWELLERS, SILVER SMITH'S, and OPICIANS, CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtlander and Sohn's.
CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.
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LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHWANG and all Ports in JAPAN.
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Miiki Coal Mines.
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Hokoku Coal Mines.
Yoshinotani Coal Mines.
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No. 1, Ohtsuji Coal Mines.
Ichimura Coal Mines.
Kishima Coal Mines.
Yoshio Coal Mines.
Yamano Coal Mines.
Manoura Coal Mines.
The Osaka Shosen Kaisha, Ltd.
Tokio Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Kanegafuchi Cotton Spinning Mills.
Shanghai Cotton Spinning Mills.
Tokio Cotton Spinning Mills.
Miike Cotton Spinning Mills.
Imperial Government Paper Mills.
Onoda Cement Company.

MITSUI BUSSAN KAISHA,
K. HASEGAWA,
Manager.

Hongkong, 19th August, 1899. [45

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,
PRAYA CENTRAL, HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 14th May, 1896. [39

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CHAMPAGNE
EXTRA DRY

Carte D'Or Sec — Carte Blanche
Sillery Demi Sec — Chateau de Charmieres

TRADE MARK.

M. OPPENHEIMER & Co., Paris.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.
Sole Agents in the East for the amalgamated CLEMENT, HUMBER and GLADIATOR Co., Ld., DUNLOP TYRES'S BICYCLES—PRICE...$160.
A special reliable Watch made for this Climate.
Quality A.....$16
Quality B.....$12
40, QUEEN'S ROAD,
Watson's Building.

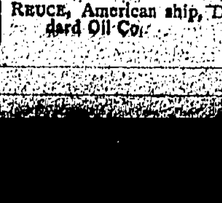
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PHOTOGRAPHER,
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GROUPS AND VIEWS
a speciality.

Hongkong, 22nd September 1898. [45

DENTISTRY.
SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 4, Queen's Road Central.

Hongkong, 8th March, 1899. [18a



KANANGA OF JAPAN
(REGISTERED)
RIGAUD and Co
PARIS

Kananga Water the most delightfully refreshing Toilet Water. It renders the skin firm, relieves mosquito bites and imparts a delicate fragrance and feeling of comfort and freshness.

New Sensations in Perfumery
RIGAUD'S KANANGA EXTRACT
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RIGAUD'S MELATI EXTRACT
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RIGAUD'S BANTAM EXTRACT
RIGAUD'S JASMINE or Chomalia EXTRACT
6, RUE VIVIENNE, 6, PARIS

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbours:—

REUCE, American ship, D. Whitmore—Standard Oil Co.

Intimations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE,
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, $80 Per Annum.

PRIVATE LINES, $100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.
INCLUDING:—

BATTERIES,
CHEMICALS,
ELECTRIC BELLS,
INSULATORS,
LIGHTNING CONDUCTORS,
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TELEPHONES,
WIRE, &c., &c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,
Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:—13, PRAYA CENTRAL.

For full particulars &c., &c.,
Apply, to
W. STUART HARRISON,
Manager.
Hongkong, 18th January, 1898. [135

LET 'EM ALL COME
TO
YEE CHUN'S STUDIO
at No. 50, QUEEN'S ROAD CENTRAL, where PHOTOGRAPHS and PORTRAITS on IVORY are executed at Moderate Prices.
Hongkong, 2nd May, 1899. [596a

The Share Market.

LATEST QUOTATIONS.
(October 25th.)

Banks.

Hongkong and Shanghai Banking Corporation—324 per cent. prem.
The Bank of China & Japan, Ld.—(Preference) nominal.
The Bank of China & Japan, Ld.—(Ordinary) £1 buyers.
The Bank of China & Japan, Ld.—(Deferred)—£5.5 buyers.
National Bank of China, Ld.—$28.
Do. Do. —$28.

Marine Insurances.

Union Insurance Society of Canton, Ld.—$242.
China Traders' Insurance Co., Limited—$59.
North China Insurance Co., Ld.—Tls. 200.
Yangtsze Insurance Assoc. Ld.—$121.
Canton Insurance Office, Ld.—$135 buyers.
Straits Insurance Co., Ld.—$5.

Fire Insurances.

Hongkong Fire Ins. Co., Ld.—$330.
China Fire Ins. Co., Ld.—$86.

Shipping.

Hongkong, Canton, & Macao Steamboat Co., Limited—$29½.
Indo-China Steam Navigation Company, Ld.—$80.
China and Manila S.S. Co., Ld.—$90.
Douglas Steamship Co., Ld.—$47½.
China Mutual S. N. Co., Ld.—(Preference)—£9.10 buyers.
China Mutual S. N. Co., Ld.—(Ordinary)—£5.10 buyers.
China Mutual S. N. Co., Ld.—(Ordinary)—£3 buyers.
Star Ferry Co., Ld.—$19½.

Refineries.

China Sugar Refining Co., Ld.—$135.
Luzon Sugar Refining Co., Ld.—$48.

Mining.

Punjom Mining Co., Ld.—$9.
Do. Preference Shares—$1.80.
Société Française des Charbonnages du Tonkin—$245.
Queen Mines, Limited—$0.47½.
Jelebu Mining and Trading Co., Ld.—$14½.
Raub Alian Gold Mining Co., Ld.—$64½.
Olivers Freehold Mines, Ld.—(A) $11.
Olivers Freehold Mines, Ld.—(B) $6.50.
Great Eastern and Caledonian Gold Mining Co., Ld.—$1.80.

Docks, Wharves and Godowns.

Hongkong & Whampoa Dock Co., Ld.—515.
Hongkong and Kowloon Wharf and Godown Company, Limited—$90.
Wanchai Warehouse and Storage Co., Ld.—$45 buyers.
New Amoy Dock Co., Ld.—$18½.

Lands, Hotels and Buildings.

China Provident Loan and Mortgage Co., Ld.—£9.50 buyers.
Hongkong Land Investment and Agency Co., Ld.—$105.
Kowloon Land and Building Co., Ld.—$28.
West Point Building Co., Ld.—$30.
Hongkong Hotel Co., Ld.—$120.
Humphrey's Estate and Finance Co., Ld.—$10.

Miscellaneous.

Green Island Cement Co., Ld.—$29.
China-Borneo Co., Limited—10½ buyers.
A. S. Watson & Co., Limited—$16.75.
Hongkong Electric Co., Limited—$12.
Hongkong and China Gas Co., Ld.—$130.
Hongkong Rope Manufacturing Co., Ld.—$189.
Geo. Fenwick & Co., Ld.—$42½.
Hongkong Ice Co., Ld.—$127.
Hongkong High-Level Tramways Co., Ld.—$147½.
Dairy Farm Co., Limited—$6.
Hongkong & China Bakery Co., Ld.—$25.
Campbell, Moore & Co., Ld.—$15 buyers.
Bell's Asbestos Eastern Agency, Limited—£1 nominal.
Bells Asbestos Eastern Agency, Ld.—$5.
Carmichael & Co., Limited.—$8.
Hongkong Cotton Spinning, Weaving and Dyeing Co., Ld.—$60.
Ewo Cotton Spinning & W. Co., Ld.—Tls. 66.
International Cotton M'f'g. Co., Ld.—Tls. 75.
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.—Tls. 77½.
Soy Chee Cotton Spinning Co., Ld.—Tls. 350.
Yahloong Cotton Spinning Co., Ld.—Tls. 55.
Tebrau Planting Co., Ld.—$4 per share.
Tebrau Planting Co., Ld.—$5.

BENJAMIN, KELLY & POTTS (Share Brokers.)
Telegraph Address—"Rialto."

EXCHANGE.

Hongkong, 25th October.

ON LONDON,	Telegraphic Transfer	1/10⅞
"	Bank Bills, on demand	1/10 15/16
"	Credits, 4 months' sight	1/11⅛
"	D'ments, 4 months' sight	1/11⅛
ON BERLIN,	(demand)	M. 1.95½
ON PARIS,	Bank Bills, on demand	2.41½
"	Credits, 4 months' sight	2.47
ON NEW YORK,	Bank Bills, on demand	46½
"	Credits, 30 days' sight	47¼
ON BOMBAY,	Telegraphic Transfer	141¾
"	On demand	142¼
ON SHANGHAI,	Telegraphic Transfer	71½
"	Private, 30 days' sight	72¾
ON YOKOHAMA,	T.T.	6½ per cent. prem.
Sovereigns,	Bank's Buying Rate	$10.46
Gold Leaf	100 touch, per tael	54.40
Bar Silver		26⅞
Dollars		3½ per cent. prem.

OPIUM QUOTATIONS.

Hongkong, 25th October.

New Patna	930	per chest.
New Benares	910	"
New Malwa	860	per picul.
Old Malwa	875	"
Persian, paper tied	800	"

VISITORS AT THE HONGKONG HOTEL.

Mr. J. H. Aitken
Mrs. John Angus
Dr. C. Bach
Mr. W. S. Bailey
Mr. B. J. Barlow
Mr. J. F. M. Bartlett
Mr. W. M. Black
Mr. and Mrs. A. H. Bottenheim
Mr. J. W. Brown
Mr. G. Brusse
Mr. T. F. Burgdorff
Mr. A. B. Carter
Miss J. M. Cawley
Vte. de Cholet
Dr. and Mrs. F. Clark
Mr. W. Dennis
Mr. P. C. Denroche
Mr. H. Dunbar
Mr. D. Earnshaw
Mr. and Mrs. F. H. Eldridge
Mr. M. Elliott
Mr. W. Fuckel
Mr. & Mrs. K. Gibson
Capt. Goddard
Major and Mrs. Griffin
Capt. P. Hall
Mr. R. J. Hall
Mr. G. Havers
Mr. H. Hellier
Major and Mrs. Higgs
Mr. T. Howard
Mr. Magdon Ismail
Mrs. Jackson
Major and Mrs. Jeffreys
Mr. and Mrs. Joseph
Mr. E. A. Katsch
Mr. Kinghorn
Mr. J. Kirkwood
Mr. Z. Kobayashi
Mr. E. A. Leggatt
Mr. L. A. Levy
Mr. G. A. March
Mr. Martinie
Mr. J. Y. Mayston
Mrs. McCrackin and child
Mr. T. S. Meser
Mr. E. O. Murphy
Capt. and Mrs. Myhre
Mr. K. Nakabayashi
Mr. A. C. Van Nierop
Mr. J. J. O'Neill
Mr. M. Pando
Mr. W. Parfitt
Mr. J. C. Perry
Mr. and Mrs. Post
Mr. A. M. Poundney
Mr. Reeves
Mr. F. Reibero
Mr. A. Reid
Mr. and Mrs. C. E. Richardson
Miss Richardson
Mr. G. E. Richardson
Mr. S. J. Robins
Mr. B. Roth
Mr. H. Simmins
Mr. A. Spagnolo
Mr. M. Steger
Mr. B. Taylor
Mrs. C. Thomas
Mrs. H. H. Todd and family
Mr. H. S. Vaughan
Capt. R. Unsworth
Mr. R. Waldow
Mr. B. T. Walling
Mr. and Mrs. A. W. Whitlow
Mr. and Mrs. Bagnall Wild
Mrs. J. Williamson
Mr. J. W. Withington
Mr. and Mrs. J. B. Worfield
Mr. W. J. Wright
Mr. J. M. de Zuniga

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. H. F. R. Brayne
Mr. P. Bure
Capt. van Corbach
Mr. G. H. Dann
Mr. and Mrs. W. H. T. Davis and child
Mr. A. L. Denison
Mr. P. Dow
Colonel H. Elsdale
Col. G. J. H. Evatt
Mr. J. S. Ezekiel
Mr. R. M. Ezekiel
Mr. A. Forbes
Lt.-Col. A. R. Fraser
Mr. H. H. Gompertz
Colonel E. H. Gorges
Staff-Surgeon and Mrs. W. E. Home
Major G. R. St. John
Mr. H. B. Kendrick
Capt. F. Koford
Mr. J. Lamke
Mr. J. E. Lee
Mr. C. W. Longuet
Mrs. C. W. Longuet
Mr. R. Mitchell
Mr. K. W. Nordman
J. Von Oertzen
Lt.-Col. The O'Gorman
Dr. Marx Peters
Hon. H. E. Pollock
Capt. H. V. Prynne
Comdr. R. M. Rumsey
Mr. E. Sharp
Mr. A. Sinclair
Mr. A. Findlay Smith
Mr. A. G. Stokes
Mr. A. P. Stokes
Mr. O. D. Thomson
Mr. G. H. Wheeler

CRAGIEBURN.

Lieut. H. C. Burrows
Rev. F. Flynn, R.N.
Hon. and Mrs. R. D. Ormsby
Miss Ormsby
Capt. C. B. Simonds, R.A.
Mrs. Simmonds
The Government Civil Hospital Sisters
Miss Yorke Triscott
Consul Volpicelli
Madame Volpicelli
Capt. A. M. Whitton

VESSELS IN PORT.

Steamers.

ANAPA, British steamer, 2,251, G. Williamson, 23rd Oct.,—New Port 9th Sept., Coals.—Order.
CHANGSHA, British steamer, 1,463, T. Moore, 23rd Oct.,—Sydney 22nd September, Port Darwin 6th Oct., and Manila 21st, General.—Butterfield & Swire.
CHOWFA, British steamer, 1,050, J. Williamson, 18th Oct.,—Bangkok 9th Oct., and Koh-si-chang 11th, General.—Butterfield & Swire.
CULGOA, American transport, 1,140, Comdr. J. W. Carlin, U.S.N., 20th Oct.,—Manila 17th October.
DIAMANTE, British steamer, 1,254, G. A. Tayler, 23rd Oct.,—Manila 20th October, General.—Shewan, Tomes & Co.
DOVO MARU, Japanese steamer, 1,321, K. Wokihama, 21st Oct.,—Kiirun 18th Oct., Coal.—Order.
DREDGER, German steamer, 216, Braack, 24th Oct.,—Kiel 16th Oct.
EQUATORIA, Belgian str., 1,236, W. Williams, 22nd Oct.,—Swatow 21st Oct., Ballast.—Lauts, Wegener & Co.
ESMERALDA, British steamer, 966, A. R. W. Cobban, 17th Oct.,—Manila 14th Oct., Hemp and Cigars.—Shewan, Tomes & Co.
GUTHRIE, British steamer, 1,495, W. G. McArthur, 24th Oct.,—Melbourne 19th Sept., Newcastle 23rd, Sydney 29th, Moreton Bay 3rd Oct., Cleveland Bay 5th, Cairns 6th, Cooktown 7th, Thursday Island 10th, and Port Darwin 14th, General.—Gibb, Livingston & Co.
HAIMUN, British steamer, 636, W. J. Davis, 24th Oct.,—Tamsui 20th Oct., Amoy 22nd, and Swatow 23rd, General.—Douglas, Lapraik & Co.
HAKUAI MARU, Japanese steamer, 1,419, M. Nishimura, 19th Oct.,—Swatow 18th Oct., Tea and Brick, &c.—Nippon Yusen Kaisha.
HIKOSAN MARU, Japanese str., 2,295, P. Hollstrom, 24th Oct.,—Kutchinotzu 19th Oct., Coal.—Mitsui Bussan Kaisha.
HOLSTEIN, German steamer, 985, M. Ipland, 23rd Oct.,—Saigon 18th Oct., Rice.—Jebsen & Co.
HONGKONG, French steamer, 847, Bastian, 24th Oct.,—Haiphong and Hoihow 23rd Oct., General.—A. R. Marty.
MACHEW, British steamer, 995, J. E. Farrell, 18th Oct.,—Siam 11th October, Rice.—Butterfield & Swire.
MAUSANG, British steamer, 1,643, J. Kynock, 21st Oct.,—Sandakan 15th Oct., Timber.—Jardine, Matheson & Co.
MONGKUT, British steamer, 859, N. G. Majer, 14th Oct.,—Koh-si-chang 2nd Oct., Rice.—Yuen Fat Hong.
PETRARCH, German steamer, 1,252, Necker, 8th Oct.,—Samarang 22nd Sept., and Labuan 30th, General.—Lauts, Wegener & Co.
PHRA CHOM KLAO, British steamer, 1,011, J. Fowler, 19th Oct.,—Bangkok 10th Oct., and Koh-si-chang 12th, Rice and General.—Yuen Fat Hong.
SABINE RICKMERS, British steamer, 690, J. R. Nasbet, R.N.R., 18th Oct.,—Shanghai 15th Oct., Ballast.—Arnhold, Karberg & Co.
SAINT JEROME, British steamer, 1,845, P. T. Reid, 21st Oct.,—Muroran 11th Oct., Coal.—Hughes & Hough.
SANDAKAN, German steamer, 1,374, E. Muhle, 12th Oct.,—Sandakan 5th Oct., Timber.—Melchers & Co.
SUNGKIANG, British steamer, 1,021, S. W. Moore, 24th Oct.,—Manila 21st Oct., General.—Butterfield & Swire.
SYDNEY, French steamer, 4,232, Aubert, 13th Oct.,—Marseilles 3rd Sept., and Saigon 5th Oct., Mails and General.—Messageries Maritimes.
TATEGAMI MARU, Japanese steamer, 1,668, M. Tornœ, 23rd Oct.,—Moji 18th Oct., Coal.—Jefferies.
TERRIER, Norwegian steamer, 1,008, G. Kampford, 14th Oct.,—Singapore 5th October, Timber.—Order.
TRIGONIA, British steamer, 1,069, F. G. M. Phillips, 23rd Oct.,—Shanghai 19th Oct., Ballast.—Arnhold, Karberg & Co.
YAWATA MARU, Japanese steamer, 2,367, A. E. Moses, 24th Oct.,—Nagasaki 20th Oct., General.—Nippon Yusen Kaisha.
YUENSANG, British steamer, 1,128, P. H. Rolfe, R.N.R., 18th Oct.,—Manila 13th Oct., and Amoy 17th, Hemp and Tobacco.—Jardine, Matheson & Co.

Sailing Vessels.

ADOLPH OBRIG, American bark, 1,302, Armsbury, 17th Oct.,—New York 5th May, Case Oil.—Standard Oil Co.
ETHA RICKMERS, German ship, 1,754, Joh. Beneke, 22nd Sept.,—Cardiff 13th May, Coal.—Arnhold, Karberg & Co.
GILO, German bark, 1,324, Hemmer, 8th Oct.,—New York 26th May, Kerosine Oil.—Standard Oil Co.
JOSEPHUS, American ship, 1,547, P. Gilkey, 30th Aug.,—New York 25th April, Case Oil.—Standard Oil Co.
LOTHAIR, Italian bark, 759, C. Lewanger, 1st Oct.,—Callao Peru 21st July, Iron.—Order.
MANUEL LEAGUNO, American ship, 1,649, C. V. Small, 7th Oct.,—Shanghai 3rd October, Ballast.—Siemssen & Co.
MAY FLINT, American ship, 3,576, R. Banfield, 20th Sept.,—New York 24th April, Case Oil.—Standard Oil Co.
MARY L. CUSHING, American bark, 1,540, 1st Oct.,—New York 16th May, Case Oil.—Order.
RETRIEVER, British schooner, 96, Parker, 8th Sept.,—Honolulu 16th July, Ballast.—Order.
REUCE, American ship, 1,828, D. Whitmore, 3rd Oct.,—New York 30th May, Case Oil.—Standard Oil Co.
SIMLA, British 4-masted bark, 2,087, Huestis, 25th Aug.,—Cebu and Phillipine Islands 22nd Aug., Ballast.—Order.
ST. JAMES, American bark, 1,453, R. M. Tapley, 29th Sept.,—Manila 13th Sept., Ballast.—Reuter, Bröckelmann & Co.
STANFIELD, British bark, 560, Wilson, 8th Oct.,—Rajang 17th Sept., Timber.—Order.
STATE OF MAINE, American ship, 1,500, Colcord, 9th Oct.,—New York 20th May, Kerosine Oil.—Standard Oil Co.
WARATAH, British schooner, 25, Haynes, 23rd Sept.,—Takow 15th Sept., Ballast.—Mr. F. W. Hall.
WM. H. CONNER, American ship, 1,424, J. T. Erskine, 14th Oct.,—New York 7th May, and Rio Janeiro 11th July, Kerosine.—Standard Oil Co.

HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, October 25th, 1899.

Alacrity, despatch-vessel, 1,700 tons, 10 6-pd. q.f. guns, 3,000 i.h.p., Commander A. H. Smith-Dorrien, cruising.
Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. E. J. W. Slade, Foochow.
Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, cruising.
Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13,163 i.h.p. Captain Hon. S. C. J. Colville, C.B., cruising.
Bonaventure, 2nd class cruiser, 4,360 tons, 18 guns, 9,000 i.h.p., Capt. R. H. J. Montgomerie, C.B., R.N., Hongkong.
Brisk, British cruiser, 1,770 tons, 6 guns, 5,600 h.p., Capt. Wrey, cruising.
Centurion, 1st class battleship, 10,900 tons, 14 guns, 13,000 i.h.p., Captain R. J. Jellicoe, cruising.
Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Comdr. C. Winnington-Ingram, cruising.
Endymion, British cruiser, 7,350 tons, Capt. G. A. Callaghan, Hongkong.
Esk, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut-Comdr. C. Chadwick, Shanghai.
Fame, twin screw, torpedo-boat destroyer, 402 tons, 5,400 i.h.p., Lieut.-Com. R. Keyes, cruising.
Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Hongkong.
Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.
Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.
Hermione, 2nd class cruiser, 4,360 tons, 9,000 i.h.p., 18 guns, Capt. R. S. D. Cumming, Hongkong.
Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Hongkong.
Iphigenia, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. N. Dudding, cruising.
Linnet, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Smythe, cruising.
Orlando, British cruiser, 5,600 tons, Capt. J. Burke, Japan.
Peacock, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. P. S. St. John, Manila.
Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. J. F. E. Green, Shanghai.
Plover, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. S. V. Y. De M. Cowper, Foochow.
Swift, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Foochow.
Tamar, receiving ship, 4,600 tons, Comdr. Powell, Hongkong.
Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Hongkong.
Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. A. C. Clarke, Manila.
Victorious, British battleship, 14,900 tons, 32 guns, 12,000 i.h.p., Captain A. Schomberg, cruising.
Waterwitch, surveying vessel, 620 tons, Commander W. P. Dawson, Foochow.
Whiting, twin screw, torpedo-boat destroyer, 320 tons, 6,000 i.h.p., Lieut-Comdr. E. Kelly, cruising.
Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.

Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Etna, Italian cruiser, 3,530 tons, Capt. C. Giorello, Shanghai.
Kaiserin Elizabeth, Austrian cruiser, 4,500 tons, 9,000 i.h.p., Capt. Julian, Hongkong.
Liberal, Portuguese gunboat, 588 tons, Comdr. Cunha, Hongkong.
Siguria, Italian cruiser, 4,500 tons, Captain Casetta, Hongkong.
Strombali, Italian cruiser, 3,359 tons, Captain Cantantnis, Shanghai.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Molas, at Port Arthur.
Aleout, Russian gunboat, 810 tons, 8 guns, 760, h.p., Captain Elkisky, at Vladivostock.
Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Boisman, at Nagasaki.
Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Com. Witthofft, at Vladivostock.
Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikff at Vladivostock.
Gremiastchy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Boubenoff, at Port Aathur.
Koreyetz, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Serebriamikoff, at Port Arthur.
Kreysser, Russian cruiser, 1,300 tons, 18 guns, 1,800 h.p., Capt. Zvinskey, at Singapore.
Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Kachaioff, at Vladivostock.
Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p. Captain Tenriche, at Vladivostock.
Nayezdnik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Port Arthur.
Otvazny, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coprianoff, at Nagasaki.
Pamiat Azova,* Russian cruiser, 6,000 tons, 36 guns, 8,000 h.p., Captain Virenins, at Vladivostock.
Rossia, Russian armourd cruiser, 12,200 tons, Capt. Domojiroff, at Port Arthur.
Rurik,‡ Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 44 guns, 13,500 h.p., Capt. Groupt, at Port Arthur.
Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Vladivostock.
Sissoi Veliky, Russian battleship, 10,000 tons, 10 guns, 8,500 i.h.p, Capt. C. Parenayo, at Port Arthur.
Sivootch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Astromoff, at Port Arthur.
Vladimir Monomach, Russian cruiser, 6,000 tons Prince Ouchtomaky, at Port-Arthur.
Vostock, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Vladivostock.
Vsadnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 3,500 h.p., Capt. Rogulf, at Vladivostock.
Yakout, Russian gunboat, 16 guns, 890 h.p., at Vladivostock.
Zabiaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Port Arthur.

RUSSIAN TORPEDO FLOTILLA.
(SEA GOING.)

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 21 knots.
Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.
Sweaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots.

(1st and 2nd class.)

Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Jantchichi, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Nargen, Russian torpedo boat, 85 tons 4 guns, 1,200 h.p., 22 knots.
Novorossisk, Russian torpedo boat, 87 tons, 4 guns, 2,900 h.p., 22 knots.
Podorosnik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sisik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Shorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sootchèna, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Sterlaid, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sunguri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.
Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

† Flagship of Vice-Admiral Alexeieff.
* Flagship of Rear-Admiral F. V. Dubossoff.
‡ Flagship of Rear-Admiral Reounoff.

THE FRENCH SQUADRON.

Aspic, French gunboat, 463 tons, 6 guns, 453 h.p., Captain Journet, at Saigon.
Bayard, French flagship, 5,968 tons, 36 guns, 4,500 h.p., Capt. Joannht, at Yokohama.
Beautemps-Beaupre, French cruiser, 1,246 tons, 14 guns, 895 h.p., Capt. Ternet, at Chefoo.
Bruix, French cruiser, 4,750 tons, 16 guns, 8,800 i.h.p., at Saigon.
Comète, French gunboat, 473 tons, 6 guns, 631 h.p., Captain Simon, at Saigon.
Descartes, French protected cruiser, 3,985 tons, 36 guns 631 i.h.p., Captain Bernard, at Nagasaki.
Eclaireur, French cruiser, 1,608 tons, 15 guns, 2,408 i.h.p., Capt. Texier, at Along Bay.
Forfait, French cruiser, 2,321 tons, 23 guns, 2,764 h.p., Capt. Delort, at Nagasaki.
Inconstant, French cruiser, 891 tons, 8 guns, 850 i.h.p., Capt. La Seyne, at Chemulpo.
Jean Bart, French cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Aubin, at Foochow.
Lion, French gunboat, 473 tons, 8 guns, 576 h.p., Capt. Amot, at Shanghai.
Pascal, French protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Capt. M. Motel, Kwong-chow-wan.
Pluvier, French despatch-boat, 545, tons, 4 guns, 500 h.p., Comdr. Videl, at Bangkok.
Surprise, French gunboat, 627 tons, 10 guns, 860 i.h.p., at Saigon.
Triomphante, French armoured cr., 4,700 tons, 24 guns, 2,400 h.p., Capt. B. de Brotizel, at Saigon.
Vouban, French flagship, 6,150, Capt. Boutet at Haiphong.
Vipère, French gunboat, 463 tons, 6 guns, 441 h.p., Comdr. Constolle, at Bangkok.
† Flagship of Rear-Admiral Gigault de Bedollier.

THE GERMAN SQUADRON.

Cormoran, German cruiser, 1,640 tons, 14 guns, 2,700 h.p., Comdr. Brussatis, at Friedrich Wilhelmshaven.
Gefion, German cruiser, 4,207 tons, 25 guns, 9,000 h.p., Capt. Fehenius, at Amoy.
Deutschland, German cruiser, 7,319 tons, 38 guns, 5,360 h.p., Capt. Plachet, at Seoul.
Irene, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Capt. Obenteimgr, at Foochow.
Kaiserin Augusta, German cruiser, 6,000 tons, 12 guns, 12,000 i.h.p., Captain Gulich, at Manila.
Kaiser, German, flagship, 7,676 tons, 28 guns, 7,800 h.p., Captain Stubenrauch, at Wei-hai-wei.
Moewe, German surveying vessel, 970 tons, Captain Korvelton, at Amoy.
Prinzess Wilhelm, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Captain Truppel, at Kiaochow.
† Flagship of Rear-Admiral von Diederichs.
* Flagship of Prince Henry of Prussia.

THE AMERICAN SQUADRON.

Baltimore, Flagship, U.S. cruiser, 4,413 tons, 10 guns, 10,064 h.p., Capt. J. M. Forsyth, at Manila.
Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Com. C. H. Arnold, at Manila.
Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut. Benjamin Tappan, at Manila.
Castine, U.S. gunboat, 1,177 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Manila.
Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p., Lieut.-Comdr. N. J. K. Patch, at Manila.
Charleston, U.S. cruiser, 3,730 tons, 8 guns, 6,666, i.h.p., Capt. Geo. W. Pigman, at Manila.
Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. S. M. Ackley, at Manila.
Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.
Glacier, U.S. supply-ship, Lieut.-Comdr. J. B. Briggs, at Manila.
Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.
Iris, U.S. distilling-ship, 6,100 tons, 1,300 h.p., Lieut.-Comdr. W. H. Everett, at Manila.
Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Nazro, at Manila.
Monadnock, U.S. double-turret monitor, 3,990 tons, 6 guns, 3,000 h.p., Comdr. John McGowan, at Manila.
Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Shanghai.
Monterey, U.S. double-turret monitor, 4,084 tons, 4 guns, 5,244 h.p., Comdr. E. H. C. Leutze, at Manila.
Nanshan, U.S. collier, Lieut. L. A. Kaiser.
Oregon, 1st class U.S. battleship, 10,288 tons, 16 guns, 11,111 h.p., Capt. G. F. F. Wilde, at Hongkong.
Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Manila.
Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Comdr. Harry Knox, at Manila.
Wheeling, U.S. gunboat, 1,000 tons, 6 guns, 1,081, h.p., Comdr. W. T. Burwell, at Manila.
Yorktown, U.S. gunboat, 1,710 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila.
Yosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at Manila.
Zafiro, U.S. dispatch-vessel, Master A. M. Whitton.

Post Office.

A Mail will close:—

For Bangkok—Per *Chowfa* to-morrow, the 26th instant, at 9 A.M.

For Haiphong—Per *Hongkong* to-morrow, the 26th inst., at 9 A.M.

For Yokohama and Kobe—Per *Changsha* to-morrow, the 27th instant, at 10 A.M.

For Shanghai—Per *Kwangsi* to-morrow, the 26th instant, at 10 A.M.

For Moji, Kobe, Yokohama, Victoria, (B.C.) and Tacoma—Per *Breconshire* to-morrow, the 26th instant, at 11 A.M.

For Swatow, Amoy, Shanghai, Wei-hai-wei, Chefoo, Chemulpo, Nagasaki and Vladivostock—Per *Hakuai Maru* to-morrow, the 26th inst., at 11 A.M.

For Chefoo and Tientsin—Per *Hermes* to-morrow, the 26th instant, at 4 P.M.

For Swatow, Amoy and Foochow—Per *Haitan* to-morrow, the 26th instant, at 5 P.M.

For Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne—Per *Yawata Maru* on Friday, the 27th instant, at 3 P.M.

For Shanghai—Per *Loongmoon* on Friday, the 27th instant, at 3 P.M.

For Kobe and Yokohama—Per *Miike Maru* on Friday, the 27th instant, at 3 P.M.

For Manila—Per *Diamante* on Friday, the 27th instant, at 4 P.M.

For Kongmoon, Samshui and Wuchow—Per *Samshui* on Friday, the 27th inst., at 4 P.M.

For Manila, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne—Per *Tsinan* on Saturday, the 28th instant, at 10 A.M.

For Europe, &c., India, via Tuticorin—Per *Barramatta* on Saturday, the 28th instant, at 11 A.M.

For Nagasaki, Kobe and Yokohama—Per *Rohilla* on Saturday, the 28th instant, at 3 P.M.

For Kongmoon, Samshui and Wuchow—Per *Wuchow* on Monday, the 30th inst., at 4 P.M.

For Singapore, Penang and Bombay—Per *Bormida* on Tuesday, the 31st inst., at 11 A.M.

For Kongmoon, Samshui and Wuchow—Per *Samshui* on Wednesday, the 1st Nov., at 4 P.M.

JAPANESE MEN-OF-WAR.

Battleships.

Yashima, 1st class, 12,460 tons, 38 guns, 14,000 h.p., at Yokohama.
Fuji, 1st class, 12,450 tons, 38 guns, 14,000 h.p., at Nagasaki.
Chinyen, 2nd class, 7,330 tons, 22 guns, 6,200 h.p., Yokohama.

Coast Defence Ships.

Matsushima, 1st class, 4,277 tons, 25 guns, 5,400 h.p., at Manila.
Itsukushima, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Nagasaki.
Hashidate, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Shimazu.
Kongo, 2nd class, 2,550 tons, 13 guns, 2,035 h.p.
Hiyei, 2nd class, 2,550 tons, 13 guns, 2,035 h.p., at Kobe.
Heiyen, 2nd class, 2,600 tons, 15 guns, 2,400 h.p.

Cruisers.

Kasagi, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p.
Chitose, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p.
Akashi, protected cruiser, 1st class, 2,800 tons, 30 guns, 8,500 h.p.
Yoshino, protected cruiser, 1st class, 4,150 tons, 32 guns, 15,000 h.p., at Chefoo.
Naniwa, protected cruiser, 1st class, 3,709 tons, 24 guns, 7,120 h.p., at Manila.
Takachiho, protected cruiser, 1st class 3,700 tons, 24 guns, 7,120 h.p.
Chiyoda, protected cruise, 1st class, 2,450 tons, 27 guns, 5,500 h.p.
Takasago, protected cruiser, 1st class, 4,227 tons, 30 guns, 10,000 h.p., at Manila.
Akitsusu, protected cruiser, 1st class, 3,150 26 guns, 8,500 h.p.
Suma, protected cruiser, 1st class, 2,700 tons, 24 guns, 8,500 h.p.
Idsumi, protected cruiser, 1st class, 2,950 tons, 20 guns, 6,080 h.p.
Sai-yen, protected cruiser, 1st class, 2,300 tons, 15 guns, 2,800 h.p.
Akitsushima, protected cruiser, 1st class, at Manila.
Miyako, 2nd class, 1,800 tons 34 guns, 5,000 h.p.
Takao, 2nd class, 1,764 tons 15 guns, 2,400 h.p.
Yaeyama, 3rd class 1,600 tons, 10 guns, 5,630 h.p.
Tsukushi, 3rd class, 1380 tons, 12 guns, 2,887 h.p.

Sloops and Corvettes.

Musashi, 1,490 tons, 10 guns, 1,600 h.p.
Katsuragi, 1,480 tons, 10 guns, 1,600 h.p.
Yamato, 1,480 tons, 10 guns, 1,600 h.p.
Tenriu, 1,550 tons, 10 guns, 1165 h.p.
Kaimon, 1,360 tons, 10 guns, 1,125 h.p.
Amagi, 1,030 tons, 13 guns, 720 h.p.

Gun-boats.

Oshima, 640 tons, 10 guns, 1,200 h.p., at Kanko.
Akagi, 620 tons, 10 guns, 700 h.p., at Chefoo.
Atago, 620 tons, 10 guns, 700 h.p.
Maya, 620 tons, 10 guns, 700 h.p.
Chiokai, 620 tons, 10 guns, 700 h.p., at Fusan.
Soko, 572 tons, 4 guns, 400 h.p.
Iwaki, 600 tons, 6 guns, 400 h.p.
Chinto, 490 tons, 5 guns 472 h.p.
Chinesi, 490 tons, 5 guns, 472 h.p.
Chin Hoku, 490 tons, 5 guns, 472 h.p.
Chin Pui, 500 tons, 9 guns, 455 h.p.
Chin Chu, 500 tons, 9 guns, 455 h.p.

Torpedo-gunboat.

Tatsuta, 875 tons, 6 guns, 5 torpedo tubes, 5,500 h.p.

Torpedo-boats.

Ikadusch, torpedo-boat destroyer, 331 tons, Comdr. I. Ishida, at Hongkong.
Kotaka, 190 tons, 6 torpedo-tubes, 1,400 h.p.
Shiramubi, torpedo-boat, 278 tons, Comdr. Kosoma, Japan.
14 boats (Creusot), 56 tons, 2 torpedo-tubes, 525 h.p.
7 boats (Kobe), 56 tons, 2 torpedo-tubes, 525 h.p.
1 boat (Normand), 75 tons, 2 torpedo-tubes, 1,300 h.p.
2 boots (Schichau), 90 tons, 3 torpedo-tubes, 1,300 h.p.
4 boats (Yarrow), 40 tons, 3 torpedo-tubes, 620 h.p.
10 boats (Yarrow), 40 tons, 3 torpedo-tubes, 620 h.p.

Miscellaneous.

Rinjo, armoured cruiser, 2,530 tons, 10 guns, 800 h.p.
(used as gunnery traning ship.)
Kanjiu, sailing-ship, 877 tons, 6 guns.
(used as training ship.)
Manjiu, sailing-ship, 877 tons, 6 guns.
(used as training ship.)
Tsukuba, wooden screw steamer, 1,989 tons, 10 guns, 520 h.p.
(used as training ship.)
Asama, sailing corvette, 1,420 tons, 12 guns.
(used as a hulk.)
Jingei wooden paddle steamer, 1,465 tons, 2 small guns.
(used as torpedo training ship.)

RIVER STEAMERS, SCHOONERS, AND LORCHAS.

Fatshan, British steamer, 2,260, J. Dick,—Hongkong, Canton, and Macao Steamboat Co.
Ho-nam, British steamer, 1,377, H. D. Jones,—Hongkong, Canton, & Macao Steamboat Co.
Powan, British steamer, 1,890, A. N. Patrick,—Hongkong, Canton, and Macao Steamboat Co.
Hankow, British steamer, 2,235, C. V. Lloyd,—Butterfield & Swire.
Hoi-tong, Chinese steamer, 409 tons, Captain Austen,—Chi Wo & Co.
Tai-on, British steamer, 728, Goblouski,—Tai On Steamship Co.
Chun Wai, British steamer,—Kwong Wan S.S. Co.

Hongkong and Macao.

Heungshan, British steamer, 1,055, W. E. Clarke,—Hongkong, Canton and Macao Steamboat Co.

Macao and Canton.

Lungshan, British steamer, 108, Morrison,—Hongkong, Canton and Macao Steamboat Co.
Kiangtung, Chinese steamer, 583, Holmes,—China Merchant Steam Navigation Co.

Canton and West River.

Lungkiang, British steamer, 108, J. J. Lossieres,—Hongkong, Canton and Macao Steamboat Co.
City of Whampoa, Chinese steamer, 40,—Ah Yon.
Sun Chow, Chinese steamer,—Ah Yon.

Hongkong and West River.

Saikong, British steamer, 259, Kwong Wang Steamship Co.
Cheung Kong, Y. Kun, 58,—Kwong Wan S.S. Co.
Lil, American lorcha.
Wuchow, British steamer, R. D. Thomas,—Hongkong, Canton and Macao Steamboat Co., J. M. & Co. and B. & S.
Samshui, British steamer, Summers,—Hongkong, Canton Macao Steamboat Co., J. M. & Co. and B. & S.

Lorchas and Schooners.

Kutsing, lorcha, 160, Reynolds, Hongkong to Canton,—Hung Kum Sing.

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